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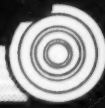
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TYRES may look alike, but they don't wear alike. It's *workmanship* that makes or mars. At the Henley factory eyes are more watchful and hands more careful because the

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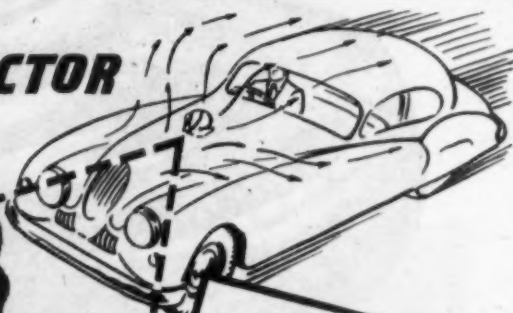
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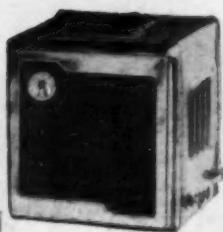


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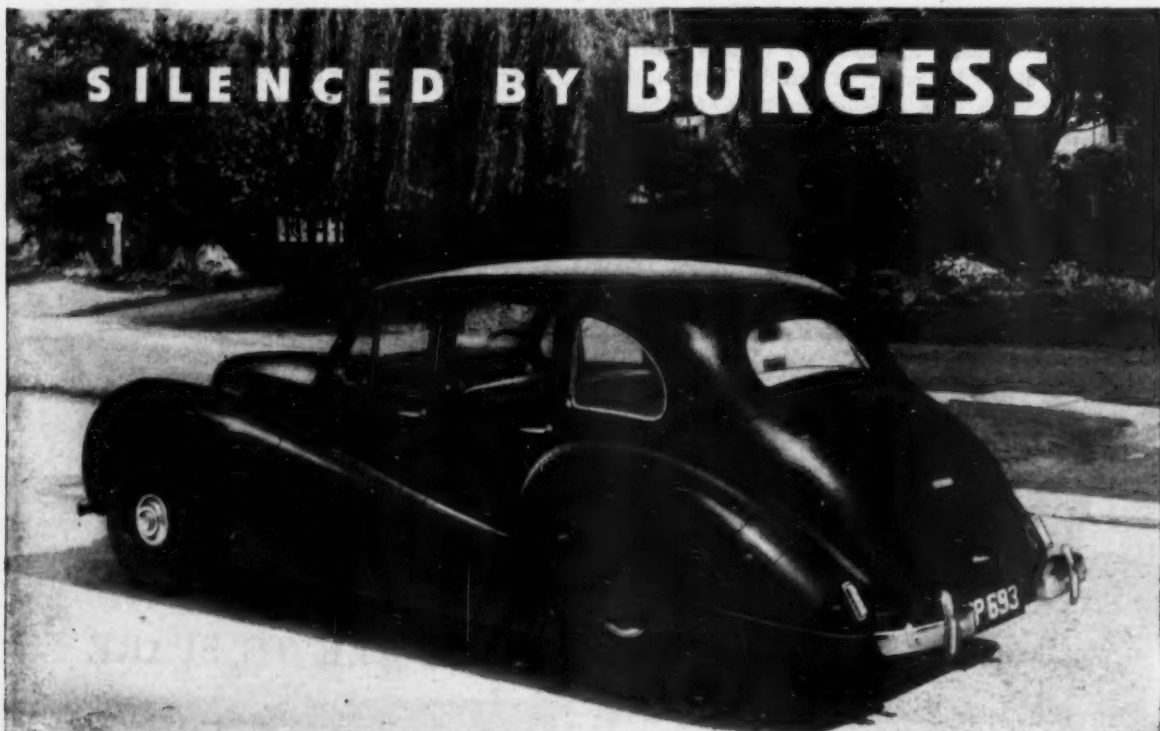
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£1,750

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For an apt slogan of not more than 12 words

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Think of an original slogan of not more than 12 words having a topical, witty, clever or apt use of the name FINA, or any of the Company's products. Here are two examples which have been used:—

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Write your slogan and send it in with Entry Coupon and a supplier's official receipt for 5 gallons of Super FINA (Premium Grade) or FINA (Standard Grade) petrol attached. Any number of slogans may be submitted provided that each one is accompanied by a receipt for 5 gallons.

RULES

1. Slogans (not more than 12 words) may be on plain paper, bearing entrant's name and address in BLOCK CAPITALS, attached to a coupon from any FINA competition advertisement, or from a competition leaflet obtainable at any garage stocking Super FINA or FINA petrol. An official receipt or receipts for not less than 5 gallons of Super FINA or FINA petrol must be attached for each separate slogan. Any number of slogans may be submitted if the equivalent number of 5 gallon receipts are attached.
2. Entries with attached coupons and receipts to be posted in a 2½d. stamped and sealed envelope to:

Competition Department,
Fina Petroleum Products Ltd.,
25 Victoria Street (South Block),
London, S.W.1.

to be received not later than first post on 30th September, 1953.

3. Winning Slogans will be chosen by a panel of judges appointed by the Company. A First Prize of £500 will be paid to the sender of the best Slogan, a Second Prize of £250 for the next best, and a Prize of £10 for each of a further hundred slogans selected. In the event of any prize-winning Slogan being submitted by more than one entrant, prize money will be divided.
4. Employees of Fina Petroleum Products Ltd. or their Advertising Agents are debarred from entry.
5. The Judges' decision will be final and the Copyright of all Slogans submitted will belong to Fina Petroleum Products Ltd. No correspondence can be entered into regarding the Competition and acceptance of all the foregoing rules is a condition of entry.
6. Prizewinners will be notified by post. A list of prizewinners will be sent on receipt of a stamped addressed envelope.

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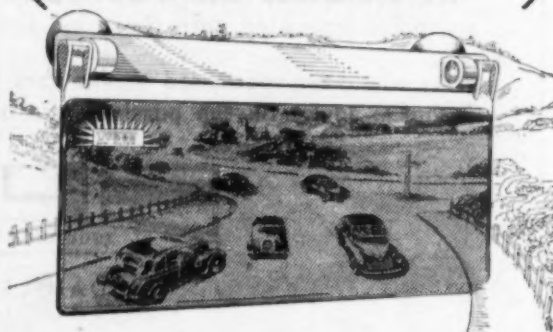
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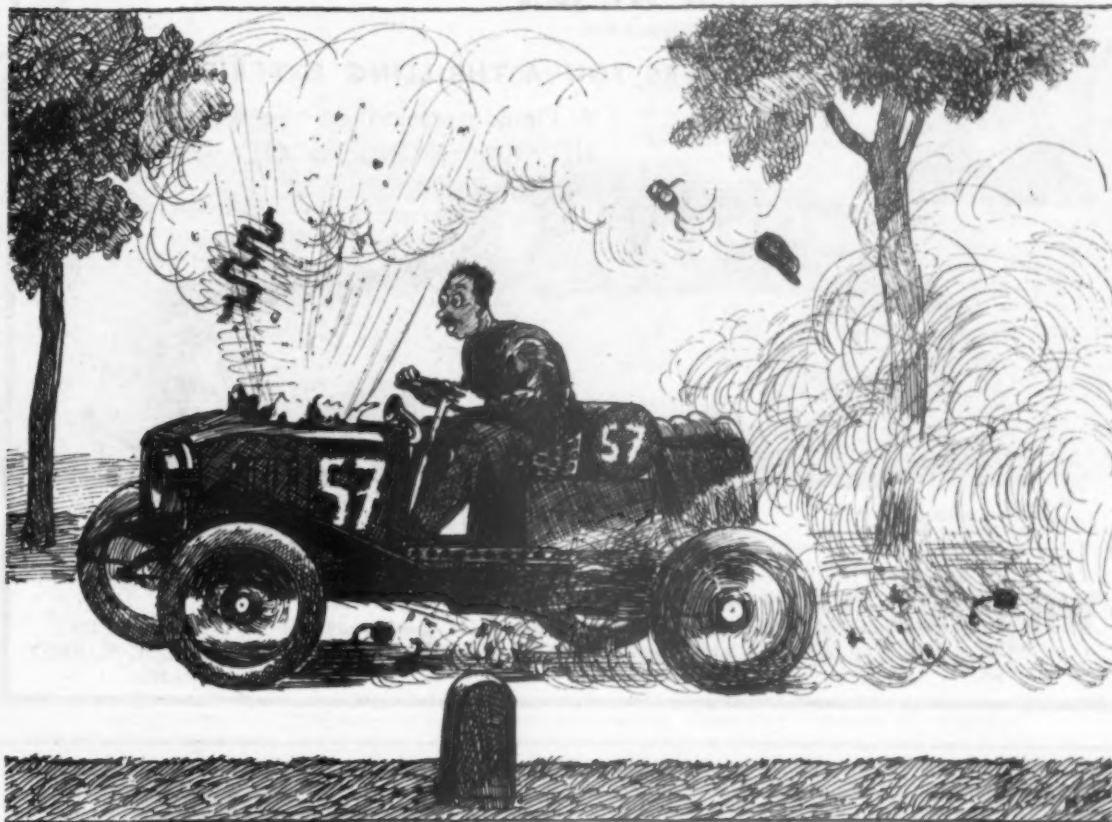


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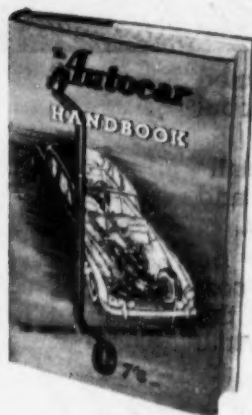
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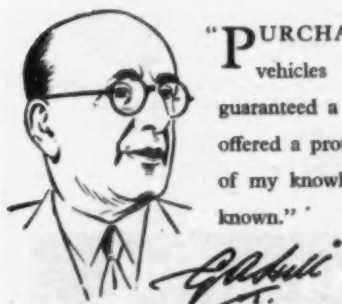
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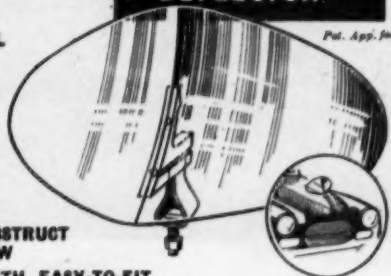
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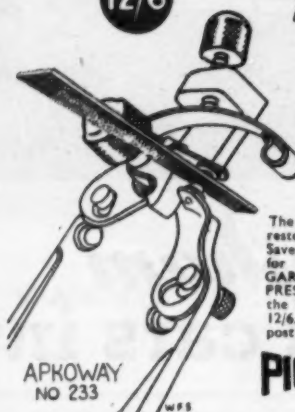
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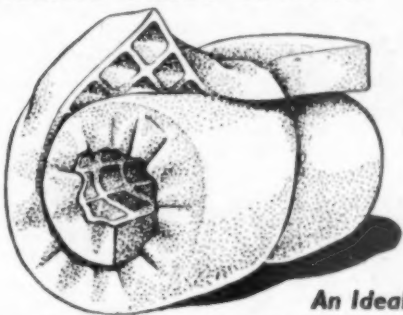
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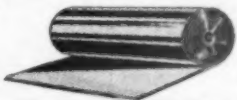


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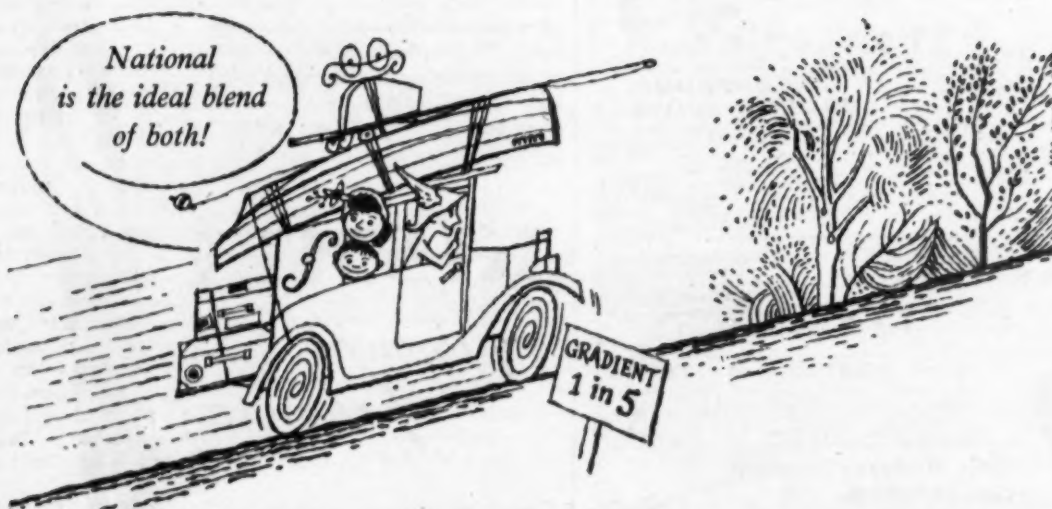
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The Autocar

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Vol. XCIX

Entomology and Aerodynamics

THE popularity of the "bug deflector" may well prove to be little less ephemeral than the dragon-fly, but it does call attention to a point of conflict between car owner and designer. Designers have carefully improved the streamline shape of cars to a point where the airflow is close and constant over the envelope; but the better the aerodynamic shape, the more insects and mud will strike the screen. The latter can be dealt with by a screen washer, but the former have proved such an annoyance that owners seem prepared to fit the deflectors.

There is much of the novelty appeal about such things, and under test by this journal—as recorded on the following pages—some of these devices have not proved very robust. An interesting question, therefore, is how many motorists will fit a second one if the first disappears. In making the decision involved, one or two things must be borne in mind. Power is needed to push the device through the air, and it must, therefore, mean a reduction in m.p.g., no matter how infinitesimal; thus the cost is continuing. In destroying the carefully schemed airflow of a really streamlined car, this cost may be amplified. Moreover, a deflector can at best have only a quixotic effect, being liable to a great deal of upsetting influence from variations in car speed and wind direction. On the other hand, designers may well ask themselves where their search for efficiency needs to stop before convenience disappears.

We would hazard that screen washers are more important as permanent equipment than "bug deflectors"; that if deflectors are to stay they should be moulded into the car's outline in manufacture, and that, most important of all, scientific investigation is called for before any hard and fast decision is made.

A.A. Affairs

NOT much needs to be said about the allegations that were bandied to and fro at the annual general meeting of the Automobile Association, reported on page 134. It will be recalled that two members of the executive committee resigned during the past year, and at the same time stories of extravagance, mainly in foreign expenditure, circulated freely; in view of the strong criticisms made by the chairman, Lord Teynham, of certain sections of the Press, it is perhaps justifiable to point out that none of these stories appeared in this journal. A sub-committee of investigation failed to find any basis for the allegations, and the questioners on the subject at the a.g.m. were obviously sceptical of this investigation.

An obvious reason for the disagreement is the difficulty of establishing a standard of extravagance. Something like £250 spent on a public function in Paris may well seem extravagant to the owner of a pre-war small car whose income permits only a 30-mile run each weekend; but such a sum to an organization whose services depend so much on foreign goodwill is an investment, and is, in any case, not a very large bill for a function of that nature. It may legitimately be argued that industry in general is too lavish with hospitality, but it would be disastrous to persuade the A.A. alone to stop doing what the business world is nowadays expected to do.

The stewardship of the A.A. is in good hands, and must remain so. There is little doubt that it will while members show the vigilance that was exhibited on July 22. The wisest word in the controversy came from one of these, when he pointed out that there was no compulsion about A.A. membership; any dissatisfaction could easily be expressed by relinquishing it.

Lord Teynham took the opportunity of the annual luncheon following the meeting to advocate once again his road loan scheme to finance new construction, and the following day the joint secretaries of the standing joint committee gave it their official blessing in a letter to *The Times*. Well and good, but part of their advocacy is that the diversion of Road Fund taxation to general revenue should now be accepted. To do so, motorists are told, is to show "realism." It was precisely this "realism" in acceptance of the illegal *fait accompli* that led to Munich, which has been rightly termed one of the most discreditable episodes in British history.



Vision was not found to be seriously affected by an insect deflector, particularly on cars with short, wide bonnets, and provided that the deflector was really transparent.

Diversi onary Tactics

CAN AN INSECT DEFLECTOR PROTECT THE MODERN SLOPING WINDSCREEN?

FOLLOWING the introduction of the modern "streamlined" car there has occurred an interesting phenomenon as a result of which the "bug deflector" has made its appearance. To regard this device merely as another decorative accessory would not do it justice. It has, in fact, become desirable. Its descriptive name makes its purpose clear, and it is now generally known why it has been introduced. But by way of introduction to the experiments conducted by members of *The Autocar* staff, and the conclusions which they suggest, a further explanation may be useful.

Older cars had, for the most part, vertical or near vertical windscreens, and when a car was at speed high pressure air built up against the screen. Mosquitoes and other light insects then followed the main, fast-moving airstream over this cushion of air. Only the heavier insects penetrated to the windscreen itself. Now that screens are much more raked, the airstream, accelerated by the updraught from the front of the car, flows more smoothly along the top of the bonnet and up the screen. The small insects, although of light weight, are travelling so fast that they do not change direction and so get thrown on to the screen. In certain circumstances the nuisance value of these insects is considerable.

Prevention or Cure

One popular attack on this trouble is the screen-washer, which throws jets of water on to the screen to provide enough moisture for the wipers to act without smearing. But while this accessory really comes into its own in those damp conditions in which spray is thrown on to the screen by other vehicles—in particular when it is not actually raining—it is not the ideal answer to dead flies because only a part of the screen is swept by the wipers, and more particularly because squashed flies can be more obstinate to remove than ordinary road spray. Another method is the carrying of a damp chamois leather which can be moistened each time the driver stops for petrol. But, of course, this system involves stopping the car to clean the screen. Another, similar method is the use of cleaning fluid supplied in a plastic bottle. This can be squirted on to the screen by hand and then a leather can be used—but again the driver has to stop.

The best method, therefore, is to try to prevent the insects getting on to the screen.

The speed of the car is naturally very important. At low speed no significant number of insects should foul the screen. As the speed rises bluebottles, bees, and other heavy insects will hit the screen, and at still higher speeds even the lightest mosquitoes are added to the quagmire. The heavier insects, of course, trouble the owners of older cars, but it is the clouds of midges which more seriously affect the owner of the modern car. Driving into the sun on a summer evening can be a trying procedure, frequent stops to clean the screen often being necessary.

Driving a small car at dusk on a riverside road at 30 to 35 m.p.h. it was found that a coating of mosquitoes formed on the front of the wings, and none on the windscreen. Further running at 35 to 40 m.p.h., however, collected numerous insects on the screen. Speed as well as windscreen angle is a critical factor.

So, the car designers having provided a good, smooth shape, the owner now unfortunately finds it necessary to



A Ford Consul at 45 m.p.h. A ribbon anchored to the centre of the grille streams fairly smoothly along the bonnet and up the windscreen; ribbons more to the side lie flat, too, but flow off the sides. For clarity, the ribbons have been thickened on these photographs with white paint.

make the air over the bonnet more turbulent. And the possible advantages of this manoeuvre are more extensive than he may at first realize. Not only insects are affected by that airstream. It concerns rain, particularly light rain or drizzle as opposed to heavy rain drops that, like heavy insects, get through to the screen anyway. And it affects snow, an important point in winter because sufficient air turbulence, or an updraught, will whisk the flakes over the top of the screen and prevent their gradually clogging up the action of the wipers.

To attempt to measure the effectiveness of these "bug deflectors" it is necessary to do more than give them a cursory examination and weigh up the theory. Questions which come immediately to mind include the size that the deflector must be to ensure efficiency; whether the position in which it is mounted is at all critical; just how beneficial an effect it can have on the fouling of the screen by insects, rain or snow; whether or not it produces much wind noise (or perhaps even reduces wind noise round the sides of the car as a result of the extra turbulence slowing down the airstream).

A Ford Consul was chosen for the bulk of the tests and experiments made during the preparation of this article. It was considered that this model is fairly representative of modern family car production. At the outset, three streamers made of tape were attached to the front of the car so that their behaviour could be studied while the car was at speed. One was attached to the centre of the radiator grille and the other two were fixed to the grille directly in front of the driver and passenger respectively.

such small size is surprising, although aircraft technicians are familiar with the great air upset caused by a little object. It is the turbulence, the breaking up of straight streams into vortices or eddies and their consequent slowing down, which matters: a light insect whirls about and moves more slowly over the bonnet. The action of an insect deflector is not mechanical; it does not "shoulder aside" the insects. Consider the vortices downwind of a small racing sailboat that enable her to interfere, as it is called, with an opponent who is far downwind.

Half the deflector was then removed and the tapes were left in place. This time the central tape behaved in much the same way except that it was a little biased towards the "bow wave" of the section of deflector. The tape attached to the side of the bonnet affected by the half deflector was swept over the side farther forward than the other. Clearly the deflector was making the air turbulent and fairly slow moving immediately behind it, and was tending to sweep the remaining air round the sides of the screen. Now it was time to see what happened in normal conditions, without the tapes.

A small deflector was fitted and the car was driven through very light rain. The centre of the windscreen was considerably more clear than the outer parts, but the "coverage" of the deflector fell short of the full requirement dictated by these conditions. Its presence affected the screen only as far out from the centre as the driver's (and passenger's) line of vision, so that extra rain struck the windscreen at these points and caused a line of water on it, which was undesirable.

AN INVESTIGATION OF A CURRENT PROBLEM BY "THE AUTOCAR"

At speed it was found that the central tape lay flat on the bonnet and up the screen, the whole tape remaining stationary. The outer tapes also remained flat on the bonnet but ran off the sides just in front of the windscreen pillars. An insect deflector was then fitted and the anchorage of the central tape was changed to the centre of the deflector (so that it would not get trapped). This time the outer tapes behaved in much the same way except that they flowed over the sides of the bonnet farther forward of the screen pillars. The central tape, however, illustrated the turbulence of the air very clearly. At one moment it would flow up and over the top of the screen in a very disturbed and flapping manner, without touching any part of the car: then it would suddenly bunch up behind the deflector and momentarily remain almost motionless, still without resting on the bonnet. A moment later it would uncurl once again and wave above the windscreen. There appeared to be no doubt, therefore, that the airflow was thoroughly broken up behind the deflector itself.

The disturbing effect on the airstream of a device of

A larger deflector was fitted and the experiment repeated. This time the effect was most interesting, for as the rain became a little heavier a curious pattern of water was formed on the windscreen. The centre of the screen remained surprisingly dry, only a light dotting of rain spots collecting in some minutes of driving. But the spots piled up at the sides of the screen until saturation point was reached, whereupon trickles of water were formed at an angle of about 45 degrees, running slowly inwards and downwards towards the centre of the screen. The speed at which these results were obtained was 50 m.p.h., and once the trickles saturated the centre of the screen the wiper was switched on.

This experiment was repeated with the deflector at an angle; in other words, it was "aimed" a little to one side. At 50 m.p.h. once more one side of the screen remained free from rain spots to a degree which made the use of a screenwiper unnecessary. The other side quickly became covered in rain spots, and the wiper soon had to be turned on.



A gin by 4in insect deflector of plough shape has been fitted centrally at the front of the bonnet. The ribbons used experimentally no longer flow smoothly. The centre ribbon waves violently, usually pointing up to the top of the screen, sometimes bunching up in the vortices behind the deflector, even remaining for a few moments in a crumpled ball immediately behind it. The side ribbons are less disturbed, but in the "bow waves" from the deflector they flow off the bonnet much farther forward than before.

The disturbance created by the deflector seems out of proportion to its small size.



The Alfa Romeo company were among those who included a deflector in their cars' equipment for Le Mans. A strip of Perspex was fitted right across the bonnets.

Diversionary Tactics . . . continued

The deflector was then mounted directly in front of the driver, and again the car was driven at about 50 m.p.h. in the same conditions of very light rain. This time the driver's part of the windscreen remained free from rain spots while the other half quickly became soaked. To confirm the conclusions drawn from these tests a deflector was mounted on each side of the bonnet, with the result that the screen as a whole was kept virtually clear of rain. The mounting of the deflector on the passenger's side was then slackened so that the deflector itself would fall flat after being subjected to wind pressure for some time, and the test was recommenced. The screen was again kept clear of rain, but the moment the passenger's side deflector fell backwards that side of the screen was almost immediately soaked with rain to the extent of needing the use of the wiper.

Size is Important

On a 50-mile run on the kind of summer evening which brings out the mosquitoes, the windscreen of the car became well covered with insects when no deflector was fitted. The run was then repeated with a deflector in place, and to ensure that conditions had remained similar to those encountered on the first run, a simple control was used. At the beginning of the first run the front of one wing had been covered with paper, and at the conclusion of the run this was transferred to cover the fly-covered wing, previously exposed. When the newly uncovered wing was as fly-covered as the first, the second run was concluded. It was then found that the screen was very much cleaner as a result of using the deflector. Heavier insects had reached the screen here and there but it was remarkably clear as a whole. Visibility was sufficiently affected on the first run to make screen cleaning necessary, but this was not the case on the second trip.

So far the conclusions are straightforward. A big deflector is preferable to a small one; the small one, although saving the screen from a useful number of insects, causes special difficulties in the matter of driving vision in certain conditions of rain. A small one mounted on the driver's side of the bonnet, however, can at least aid the driver. A large one mounted centrally is effective, but it can also cause some difficulties of vision in rain. For deflecting "bugs" only it is quite adequate. For the driver to be really well protected from light rain as well as insects a full-size deflector, of about 9 in x 4½ in, can be mounted in front of him instead of in the centre of the bonnet, and to complete the good work another one can be mounted in front of the passenger. This applies more particularly to a car with a short bonnet and a wide screen.

What of the positioning of the deflector in terms of its distance from the screen? Some of the deflectors in current production are mounted by rubber "suckers," which

means that bonnet curvature will affect the angle of the device. With this type the mounting position is therefore often dictated by the shape of the bonnet, and it will be found that most of them are best mounted well towards the front. Other methods of attachment include a clip which makes the deflector fit on to a bonnet motif, also at the front. But the experiments showed that in general the device should be well forward for best results. On a long bonnet a single large deflector is more effective than it is on a car such as the Consul, that has a bonnet, by comparison, which is short and wide.

Other factors of lesser importance which must also be considered are the methods of attachment at present available and the effect of the deflector on wind noise. Those deflectors which clip on to a mascot will remain in place. But any device subjected to so much wind pressure, and changes in bonnet temperature, seems to require more than rubber "suckers" as a method of attachment. One of the types tested had the rubber pads attached to the deflector by knurled screws, so that, if the pads were attached to the bonnet with a strong adhesive, the bonnet

could still be properly cleaned by removing the deflector from its pads. With any deflector which is likely to need adhesive it is worth considering this point of whether it will be possible to clean round the pads, underneath the device itself.

Wind noise does not present any problem. Certainly some sound is made when the deflector is being pushed through the air at fairly high speed, but in these conditions the slight—or serious—wind noises made by body fittings nearer to the driver's ears drown the faint noise from the front of the bonnet, which can be heard only by opening the window and listening carefully. Of course, in very high speed cars noise may be a more serious problem, particularly if the car itself is especially good aerodynamically.

Exposed as it is to a blast of air, which may, in a head wind, be much faster than the speed of the car, an insect deflector needs to be strong. One that was tested broke at the rather flimsy cemented junction between panel and mounting, although in this case not air pressure was to blame but a light tweak from a coat sleeve, which it incurred in its vulnerable position on the nose of the car. The attachment of another by small rubber suckers proved inadequate, and it blew away and was lost; a strong anchorage is required. A third was slightly warped, and its feet were uneven. The shape and surface finish of another were such that although it was of transparent material it was, in effect, not transparent, and on a car with a high bonnet line which brought the deflector up into the driver's level of vision it was distracting. Coloured deflectors, although in some cases more decorative, are more obstructive to vision; but this is not so important on cars with short, wide bonnets. At certain angles of low sun, of course, a Perspex deflector can produce a bright highlight or sparkle which is noticeable.

Standard Fittings ?

But this is the stage at which one may ask whether the purchaser of a modern car should have to adorn its front with what tends to be a rather ungainly device. The dirtying of the screen by insects, and the curious effect of rain on the screens of some cars in standard form, are now accepted widely as nuisances, and at Le Mans this year, for example, it was noticed that some of the Italian competing cars had solved the trouble by fitting a narrow, raked strip of Perspex right across the bonnet about midway between screen and radiator. Perhaps now a number of specialist coachbuilders may make a similar fitting an integral part of the body design, and, if they do, big-production manufacturers may well follow their example. It is worth remembering that many devices now built in, such as windscreen wipers, horns, lamps, rear mirrors, speedometers, and even the spare wheel, started life as "extras."

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NEWS and VIEWS

Removing Silicone Polishes

ON page 36 in *The Autocar* of July 10 it was stated that special products for removing polishes containing silicones—as required, for instance, when a car is to be recellulosed—were not available to the private owner. This is currently incorrect, it should be stressed. One such silicone remover now available to the public is Shim, produced by E. R. Howard, Ltd., of Stowmarket, Suffolk, and offered at 2s 9d a bottle. This product is at present under trial by *The Autocar*, and its use will be described in due course.

Russian Cars for Norway

NORWAY is to import 400 Russian-made cars, beginning at the rate of 50 a month, in exchange for Norwegian herrings. The cars will sell in Norway at about £500 each, which is considered very cheap, as duty and taxes are high on new cars.

School Patrols

THE House of Commons last week gave a second reading to the School Crossing Patrols Bill. It is expected that this measure will become law before the House adjourns for the summer recess on July 31. Sir Hugh Lucas-Tooth, the Under Secretary to the Home Office, expressed the hope that patrols would be operating in all parts of the country. He explained that the total cost to the Exchequer would be £430,000 a year. This would include pay and insurance of patrols and cost of signs and uniforms.

Members on both sides welcomed the Bill, and Mr. Callaghan, for the Opposition, urged that scholar patrols should be encouraged. Far too many local authorities, he said, had no patrols.

Road Loan

A PROPOSAL has been made by the standing joint committee of the motoring organizations that there should be a road loan similar to the one floated by British Transport for the railways. The committee has pointed out that the railways loan was heavily oversubscribed and it feels that what can be done for the railways can also be done for the roads. The committee foresees no administration difficulties if the loan is made repayable over a period of years and the principal and interest are secured upon revenue from motor taxation.

The committee says that it is "well aware that the idea of a road loan is a radical departure from Government pledges given in the past to the effect that the whole of the money raised from vehicle taxation would be devoted to the development and maintenance of the roads." The committee also realizes, however, that economic factors peculiar to the present time make it necessary to acknowledge that the very large sums now



At the annual council luncheon of the Society of Motor Manufacturers and Traders, held recently at the R.A.C., a presentation was made to Mr. Henry Spurrier, the retiring president. Presenting the antique silver bacon dish, dated 1806, is Mr. W. R. Black (right) the president for 1953-54.

so urgently required for road expenditure will not be forthcoming from normal taxation.

Comment on the proposal is made in a leading article in this issue.

Derestriction

PART of the London-Carlisle road (A6) at Luton, Bedfordshire, is no longer subject to the 30 m.p.h. speed limit. This decision by the Ministry of Transport results from representations made by the R.A.C. and A.A. A little more than a quarter of a mile is affected.

The organizations pointed out that as the road was not fully built-up, and was provided with footpaths and wide grass verges, it was not in the best interests of road safety to enforce the speed limit, as it tended to bring speed limits as a whole into disrepute.

C. F. Haywood Retires

A RETIREMENT which may stir the memories of older readers, and which will, in any case, interest many of those who are professionally concerned with vehicles and transport, is that of Mr. C. F. Haywood, who has relinquished his editorship of *Motor Transport* and *Bus & Coach*. In the early years of the century, C. F. Haywood, a tall, whimsical personality with a dry sense of humour and a passion for (now it can be told) railway engines, was a member of the staff of *The Autocar*, and was transferred to the staff of *Motor Traction*, the forerunner of *Motor Transport*, in 1908. His career with the Iliffe organization started in 1905.

Succeeding Mr. Haywood in the editorship is Mr. Philip Edwards, the previous assistant editor.

THE PRICE OF OIL

AN American Note in the *Economist*, July 18, supplies some very interesting information concerning the factors which have led to an increase of petrol prices in this country. The recent rise in price was strongly criticized in *The Autocar*, July 17. Spokesmen of four major oil companies, reports the *Economist*, have failed to convince the American House Interstate Commerce Committee that they were justified in raising the buying price for crude oil by about 25 cents a barrel in June, and in charging more for refined products. A disagreeable impression was made on the committee by the speed with which other companies followed the lead of the Phillips Petroleum Company, which first raised its price, and the chairman has threatened to ask the Department of Justice to determine whether there was any collusion.

The committee's contention is that prices should not rise when refined stocks are at peak levels and when refining is running ahead of demand; these conditions apply at the moment. Indeed, half the price increases in the heavier oils have had to be withdrawn because the market has not stood for them. "The rise of 2 cents a gallon in petrol prices, however, is better timed," says the *Economist*

dryly; "it will not be rigorously tested until vacation motoring is over."

Thus the British motorist, smarting under an increase in the excessive cost of the gallon, learns that an official committee of the U.S.A. is not satisfied that the original price increase in America was justified. Yet this unjustified price, through the medium of the "Gulf price" on which world petrol prices are based, is passed willy-nilly on to motorists in other countries, whose petrol costs are already phenomenal by comparison with the Americans'.

Import Derestrictions

CARS may now be imported from the sterling countries without the need for licences, provided they have been constructed solely from parts manufactured and assembled in those countries. Previously a car could be imported only with a licence by someone just taking up permanent residence in Britain.

The sterling area countries are: the British Commonwealth except Canada, British Trust Territories, British Protectorates and Protected States, Burma, the Irish Republic, Iraq, Iceland, Jordan, Muscat and Oman.

NEWS and VIEWS

continued



From its appearance, the reason for the nickname "octopus" is clear, as a description of the General Motors Polychromatic radiator, which tests the effects of light on car finishes.

Polychromatic Radiator

A NEW laboratory device that simulates the sun's light has recently been developed in the Research Laboratories of the American General Motors Company. It is known as the "octopus."

The "octopus" is used to observe how various parts of the spectrum affect paints and other types of surface finishes. This multi-coloured spectrum contains some colours which, when combined with moisture and oxygen, cause car enamels and lacquers to deteriorate—fade or "chalk."

Major elements of the new instrument include a high-pressure mercury vapour lamp and precision filter. Each filter permits one colour to pass through and fall upon a paint panel under test. Paint samples exposed to various portions of the artificial sun's spectrum are analysed to determine how rapidly they deteriorate or how well they withstand exposure.

From these analyses research workers hope to learn what particular portions of the sun's white light are damaging to paints and finishes.

Road Research

TWO recent publications available from H.M. Stationery Office are the report of the Road Research Board for 1952 (4s 6d) and Road Research Technical Paper No. 26 (2s). The former summarizes the year's work of the Road Research Laboratory, much of which has been described in *The Autocar* at various junctures. Its opening paragraph expresses great regret at the reduction of grants for road research as part of the Government's economy measures. "We fully appreciate," reads the paragraph, "the need for national economy at the present time, but in view of the very large sums involved in roads and road transport we do not consider that a reduction in expenditure on investigations designed to increase our knowledge of road problems is in fact an economy."

The technical paper is entitled *The Braking Performance of Motor Vehicles and Brake Testing* and the author is H. J. H. Starks, B.Sc., Ph.D. Again much of the information contained was published in this journal on January 19, and January 26, 1951, when Dr. Starks' work was reviewed.

A.A. ANNUAL GENERAL MEETING: JULY THUNDERSTORMS

THE stormy annual general meeting of the Automobile Association on July 22 has made history for that body and given the new chairman, Lord Teynham, a rough passage in his first a.g.m. The previous chairman, The Rev. Canon F. W. Hassard-Short, M.A., died on February 12, 1953, as was recorded with regret at the time. The Coronation pageant on the Thames prevented H.R.H. The Duke of Edinburgh from presiding in his official capacity, but a telegram was received from him saying that but for the pageant he would have been present.

The storms broke, fittingly enough on a sultry summer day, at question time, when the packed Savoy Hotel ballroom became distinctly noisy. Questions were concerned, inevitably, with the allegations of extravagance that accompanied the resignation of two members of the executive committee earlier in the year. Lord Teynham had touched on this matter in his speech by referring to a question in the Commons about foreign currency allocations to the A.A. and had offered convincing evidence that nothing was amiss. In doing so, he was severely critical of certain sections of the Press. The questions, however, seemed to concentrate on a specific visit to Paris which, it was alleged, had cost £529, and another to Milan involving an expenditure of £640.

There was considerable confusion at this point, but the chairman pointed out that half the sum spent in Paris was accounted for by a single function at which a large number of Scandinavian visitors to an international touring conference was entertained. Comment on this aspect of the matter appears on page 129. In the end, Mr. John Hare, an ex-Labour M.P., moved that the report and finances should be referred back until after an independent committee of members had carried out a full investigation into the allegations of extravagance (a previous committee of investigation had found nothing amiss). This was seconded by Mr. Robert Willis, a member of the T.U.C. General Council, and the secretary of the London Society of Compositors. On a show of hands, the amendment was defeated by a large majority.

I.o.W. Air Ferry

BECAUSE of continued bad weather the extensions and improvements to Bembridge airport, Isle of Wight, necessary for the operation of Bristol freighter aircraft, have not been completed in time to enable Silver City Airways to operate their planned air ferry service for cars this year.

It is now expected that the nine-minute service from Southampton to Bembridge will be in operation in the spring of next year.

Discouraging the Rubberneck

CONTRACTORS are being invited to tender for the erection of a screen along the Western Avenue frontage of Northolt Airport, near London. The main road in question is A40 and some danger has long been caused by sightseers who park their cars in order to watch the aircraft.

Mr. Hugh Fraser, the honorary treasurer of the A.A., in presenting the accounts, said that he had examined every aspect of the Association's financial position, and was satisfied that the organization was handled with the utmost efficiency.

The accounts are a reminder, once again, of the staggering size of this colossus of roads. Membership has grown by 105,748 since the last a.g.m., and on the morning of this year's meeting stood at 1,318,830. Income by subscriptions from this enormous membership was £2,328,209 (1951, £2,108,905). Total income was £2,645,259, and this was spent on the welfare of members and employees to within £20,907, which surplus is equal to three days' income of the A.A. The only notable reduction in activities over the previous year was in foreign touring, fewer members having taken their cars abroad than in 1951; this factor is explained by the small foreign currency allowance during the year.

Other questions addressed to the chairman concerned less controversial subjects than extravagance. Members wanted more pressure exerted on the Government to provide more roads, an even closer collaboration—practically amalgamation—with the R.A.C., and a clubhouse in London. One member wondered why the A.A. investments produced only 1.6 per cent.

The answers to these questions, where not capable of being summed up by "We are doing our best," were to the effect that a little competition between organizations was good, although there was close collaboration through the standing joint committee; that a clubhouse was not quite in line with the objects of the A.A., but that Fanum House was being made still more attractive to visitors, and that the matter of investment income could be investigated. Altogether, the meeting was an extremely astringent experience to the observer, out of which the A.A. emerged as obviously successful as ever, and with that success emphasized by the angry shouts of the minority, who were only too patently dismayed by their poor support on a show of hands.



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Disconnected Jottings

BY THE SCRIBE

Drawings by Barry Appleby

Northern Journey

THE journey to Scotland is one that always gives me an anticipatory thrill. It is a long one for these islands, bringing with it a sense of adventure and going places. Accordingly I set off the other evening, to do London to Glasgow and beyond in two stages, staying the night at Bawtry. The long summer evenings are ideal for such journeys, and we headed up through Oxford and Banbury on the avoiding route for A1 which I outlined some time ago. From Banbury it goes along a secondary but good road through Daventry and Rugby, both notable for their radio masts, one for entertainment, the other for communications. As we passed the Rugby radio masts, the long-wave station was cutting in on the car radio, which, considering that the wavelength is at least twenty times as long—thousands and thousands of metres—showed the blanketing power of the signal. After Lutterworth there is Leicester, and, as this is not a good route for evening food, we parked in Leicester and had supper at a local restaurant which, *mirabile dictu*, stays open until 10.15 p.m. Then, in the falling light, we shot along the Six Hills road and the Fosse Way, to halt at the old coaching inn at Bawtry.

♦ ♦ ♦



Purgatory.

A1

ON the next morning we were forced to do our bit of A1 purgatory, which entailed observing the miles and miles of speed limit unreasonably claimed by Doncaster on the country's premier highway, then thrusting through its crowded streets, and then continuing north along the fairly reasonable stretch to Scotch Corner. But oh dear, the indivisible loads these days on such roads! Transformers, boilers, caissons, agricultural machinery... it all comes lumbering along to send one scurrying into the ditch. Still one bumps over the level crossing at Leeming Bar, and once more one

observes that the interpolation of roundabouts into the Catterick straight was unwise. In such circumstances only the flyover is satisfactory.

At last one is at Scotch Corner, and with thankfulness prepares to leave the Great North Road, which is done by B6275 south-west of Darlington. By this means A68 is joined—a road that goes over the fells to Jedburgh, which, as its name suggests, is over the Border. The fell country forming the Tyne watersheds is magnificent but marred by the curious half-villages, half-towns—an unkept straggle of terraced houses and tramlines—that seem inseparable from North Country industry. There are odd glimpses of great beauty (a reservoir supplies one) and finally the car reaches Carter Bar. The actual Border is on a left-hand bend and is not conspicuous. I did not know it well, and came down the slope to find a Citroën parked on the inside of the bend, its wide door wide open, and a clueless tourist dismounting with camera and a grin as wide as his doors. That called for a swerve and a muttered curse at the stupidity of some tourists. The descents here are steeper than they look and for a time the tendency is for the speed to be higher than one intends. Your car is, in fact, descending into the valley of Teviot and Tweed.

♦ ♦ ♦

Food

WE find it increasingly difficult to get the type of meal we want on these journeys. After a day at the wheel, both Mrs. Scribe and I feel too "tatty" to undergo the formality of the hotel dining room; besides, we prefer a later meal when we are going on motoring until, say ten o'clock. Therefore we want the good-class restaurant which is capable of a mixed grill, or at least eggs and bacon. If it can manage also a glass of wine we are delighted, wine being a great sustainer after a long journey. But a pot of tea or coffee is just as acceptable.

Such restaurants are few and far between, and our effort to cut neatly between Glasgow and Edinburgh by the route through Peebles, Lanark, Coatbridge and Airdrie on A73 foundered on that very rock. By the time Airdrie was reached we could see that no supper would be had. "Come on," I said, swinging the car west for Glasgow. "Let's go in to the Georgic or the Corn Exchange." It was, in fact, the latter—with wine—the car having been parked in St. Enoch's square, just close. Glasgow's suburbs do not thrill me, but the middle of the town is good and civilized. After the meal we drove down

th. Dumbarton Road in the late evening light, speculating idly on how a flue-brush happened to be lying in the middle of that spacious thoroughfare. A beautiful run along Loch Lomond concluded the day except for a later stroll by the loch in the quite high daylight of 11 p.m., to the tune of a solitary bird over in the young oaks and the cry of an equally solitary gull. Percussion was provided by the odd plop of fish or wildfowl on the surface of the water. A grand day.



Mixed Grill

♦ ♦ ♦

Under the Mersey

MY memory seems to have gone adrift on Mersey Tunnel charges. A correspondent who has used the tunnel since it was opened in 1934 says that there has been no variation in rates (up to 8 h.p., 1s; up to 12 h.p., 1s 6d; and over 12 h.p., 2s; tuppence a passenger). Yet I could have sworn that, before the war, we paid 4s 6d for the passage of a Wolseley Twenty-five and three passengers. Ah well!

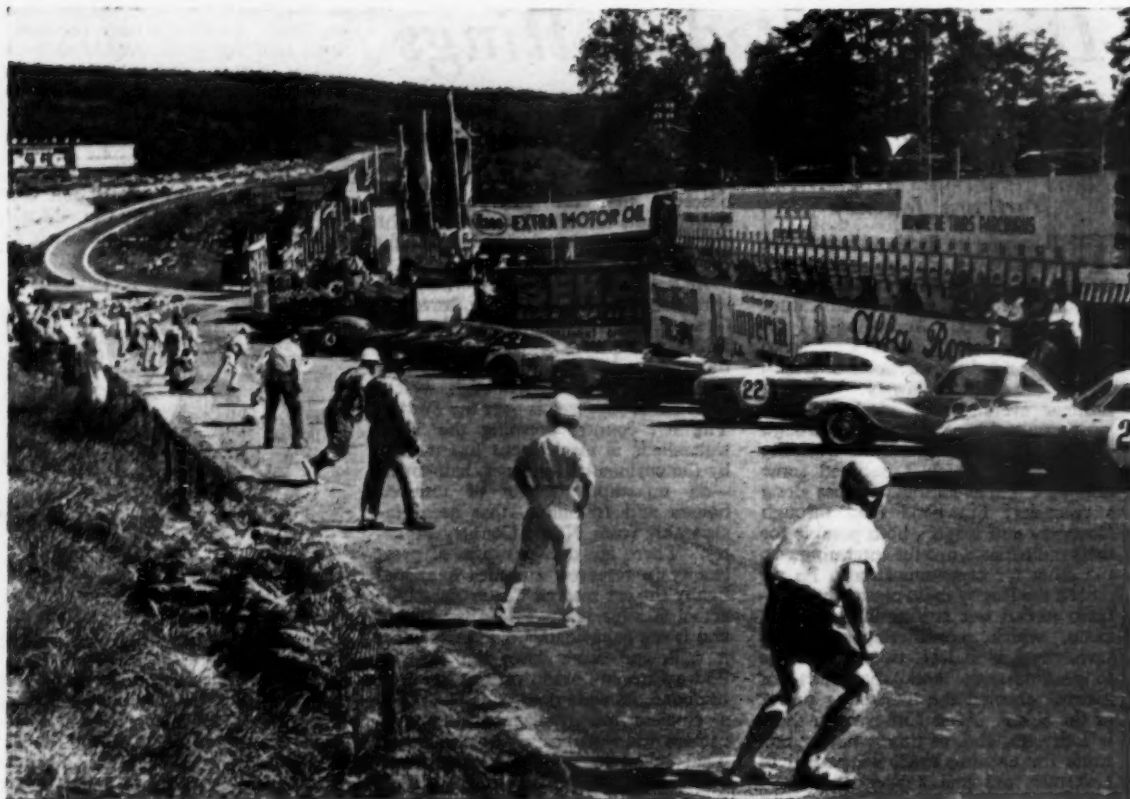
If you break down and are towed out it costs twice the rate for the car. My correspondent says that it is surprising how many cars run out of petrol down below the Mersey. Police control for dangerous loads costs 10s.

♦ ♦ ♦

Door Jam

THE thought and attention to detail that go towards producing a car suitable for operating in widely differing conditions are really extraordinary. An example of this was seen at the Nuffield Organization's works at Cowley during a recent visit.

Before the inside trim panels were fitted, blocks of a queer-looking material, not unlike outside lumps of Weetabix, were secured to the insides of the bottom edges of the doors. Apparently, in particularly dry countries, the particles of dust find their way up through the drain holes at the bottoms of the doors and jam the window winding mechanism and locks. These blocks are, in effect, filters which allow the water to drain out and prevent the dust from coming in. It is another step towards providing cars from Britain that can hold their own against the keen competition from abroad.



The start—and the drivers run for their cars; Paul Frère, in the foreground, seems prepared for hot weather racing.

A DAY AT SPA

PRIVATELY ENTERED JAGUARS FINISH 2ND AND 3RD TO WORKS FERRARI

THE thought of a twenty-four-hour race immediately brings to mind the classic event held annually at Le Mans, but by comparison the race held at the Francorchamps circuit near Spâ is quite different, as regards both the nature of the circuit and the general atmosphere. Whereas in France the commercial aspect is ever in the foreground, perhaps because of the very large number of spectators that are present, at Francorchamps the atmosphere is more intimate, rather on the lines of one of the better organized club meetings held in this country, and although this may be unpopular with the organizers if they are interested in promoting racing from the financial aspect, it is of great benefit to the enthusiast who wishes to observe the race, as he can move freely around the numerous vantage points and see exactly what is going on. The 8½-mile circuit in the thickly wooded Ardennes district is rich in scenic beauty and not in the least uninteresting for the competing drivers. Like the surrounding countryside, the circuit is very hilly, and in fact there are very few sections of it that can legitimately be called straights.

It was hoped that the entry list would feature the names of most if not all of the works teams of cars that had met a few

weeks previously at Le Mans. However, this was not to be, and although the Ferrari works sent a very strong team of three 4½-litre cars, and six of their ace drivers, the only official works-sponsored opposition was the lone 3½-litre Alfa Romeo driven by Fangio and Sanesi. There were three privately entered "C" type Jaguars, a 4½-litre Talbot and Tom Meyer's Aston Martin DB3 with special coupé body, in the same handicap class. This twenty-four-hour race was in fact three races rolled into one, with one class for sports cars, and a second for *voitures de tourisme*, while all cars were further assessed on an index of performance. In addition there was a cup given by King Baudouin for the best team performance.

Scotland Leads

At 16.00 hours, as the flag fell for the Le Mans type start, the drivers of the 60 cars surged across to their machines. The first car away was the C-type Jaguar of the *Ecurie Ecosse*, then the Ferraris driven by Farina and Ascari, followed by Maglioli, also in a Ferrari, with Fangio in the Alfa Romeo hot on his tail. This gallant lead was very short-lived, as before the cars had disappeared up the hill and

round the second curve, the leading Ferraris had already passed the Jaguar. By the end of the first lap the Ferraris occupied the first three positions, with Alfa Romeo fourth, and Jaguars in the following three positions; a 2½-litre Ferrari was in eighth place, followed by Tom Meyer's Aston Martin. Conditions were ideal for fast motoring and by the third lap Ascari, who had taken the lead from Farina, now in second place, had lapped all but the first nine cars. Not content with this, by the ninth lap the leader had passed the entire field except Farina, Fangio in the Alfa, and the third Ferrari driven by Maglioli, and apart from a private battle between the leader and the second man, the position of the race as far as the first four were concerned remained the same for twenty laps, when the third member of the Ferrari team was lapped by Ascari.

In the *categorie tourisme* (production car class) the Alfa Romeo 1,884 c.c. saloon driven by Damonte was leading, some three laps behind the leader of the race, followed by the three 1,758 c.c. Borgwards driven by Laloux, Pilette and Berger, almost one lap behind, followed by two Peugeots, a Simca and the 850 c.c. Panhards, all on the same lap. And so the

race proceeded, until after an hour and twenty-five minutes of racing the Borgward driven by Laloux came off the road up the hill at l'Eau-Rouge. The car was badly damaged, although the driver was not seriously hurt.

At 18.00 hours the leaders were still Ferrari in first, second and fourth places with Alfa Romeo third, Jaguar fifth and sixth, and in the *catégorie tourisme* the Alfa Romeo saloon was leading on distance, 13 laps behind the leading Ferrari in the sports car class. Twelve minutes later there was excitement at Stavelot corner, when it was reported that Paul Frère, driving a Porsche saloon, was off the road. In trying to avoid a slower car which was in his path at this corner he went off the road, but fortunately he did so at one of the level portions and was able to get back on to the course again and continue motoring. Shortly after this, the two leading Ferraris came into the pits to change drivers and refuel, and after a pit stop of 1 min 38 sec these cars were in the hands of Villoresi and Mike Hawthorn. In spite of the obvious supremacy of the Ferraris, which were seriously challenged only by the lone Alfa Romeo, there were many hours of racing ahead, and plenty of time for the

laps, Laurent's Jaguar retired with a broken valve spring. Pons' Renault was also in the dead car park together with the Ford Siam-Special, while more important perhaps was the fact that the Alfa Romeo, driven by Sanesi, had spun while trying to pass a slower car and the resulting damage had put it out of the race. Towards dusk there was a heavy shower of rain and this, together with the failing light, made conditions rather difficult. However, this did not last long and the weather improved, but the evening was not without incident. Paul Frère had bad luck again and ran out of petrol

along the course, but was able to obtain some from his pit. But his luck was really out, as the car was later put out of the race with gear box trouble. By midnight the road was quite dry and with the Alfa Romeo, the only serious threat to the Ferraris, out of the race, the three leading cars continued to build up a substantial lead over the rest of the field. Amongst the smaller cars there had been more spills than thrills. One Dyna Panhard, driven by Welter, went off the course at Blanchimont. The car was very badly damaged, but the driver was unhurt. Shortly after this the French D.B. driven

The Panhard saloon of G. Welter and H. Renant corners on three wheels at the Virage de la Source; this car later crashed badly.



Night interlude — Hawthorn and Villoresi exchange pleasantries in the pit, watched by Farina, during a Ferrari pit stop.

faster cars to break up. But they continued with timetable regularity pursued by the Alfa (now driven by Sanesi), gaining an ever-increasing lead even over this car, until on the fortieth time round even the Alfa was lapped by a brilliant display of fast driving, when the leader swept past the third man in the pit area. At this stage, with the whole course well populated by the slower cars, the problem of passing was rather like driving a very fast sports car on a crowded road in England on a Sunday afternoon. The pace was beginning to tell on some of the smaller cars, and, after just over 3½ hours, the 2½-litre Ferrari of the *Ecurie Francorchamps* retired with broken piston rings. Another member of the *Ecurie Francorchamps*, the C-type Jaguar driven by Laurent and Swaters, was in the pits on several occasions to change plugs. With the first four hours nearly over, there seemed little doubt that if the Ferraris kept going—and they sounded very healthy—they would win. But the Jaguars were fifth, sixth and seventh, and although Laurent's car had spent far too long in the pits and the first Jaguar was six laps behind the leader (and five laps behind the Alfa Romeo driven by Sanesi in third place), there was still a great deal of time in which things could happen. After a few more

by Guyot crashed between Malmedy and Masta, owing to a burst tyre, and unfortunately, although the driver was only slightly hurt, the car killed a spectator when it left the road. A British car, the Jowett Javelin of C. A. and Mrs. Leavens, was also out of the race, fortunately without casualty. The pace had begun to tell on some of the faster cars also; on its 99th lap the third Ferrari, of Maglioli and Carini, was reported to be slowing when in second position, and at 01.38 hours it coasted in to the pits and retired with clutch trouble. The positions at 02.00 hours were Ferrari first and second,



Farina brings the winning 4½-litre Ferrari saloon smoothly into La Source hairpin.



In the early morning, Sir James Scott-Douglas makes the descent by l'Eau Rouge in his Jaguar XK120C, in which he took second place with Guy Gale.

A DAY AT SPA continued

Jaguar third and fourth (as the Aston Martin which had been lying in fifth place between the Jaguars at midnight had also retired). This left the D.B. driven by Gignoux and Storez in fifth place, and a second D.B. of Fauré and Quetelart in sixth place. After the early retirements the cars settled down to steady racing for the next few hours, and at 06.00 hours the positions of the seven cars remaining in the sports car class were unchanged, although the leading Ferrari was by now 17 laps in front of the *Ecurie Ecosse* Jaguar in third place and six laps in front of the Farina-Hawthorn car. In the *catégorie tourisme* the Alfa Romeo saloon was in the lead, followed by two Peugeots, Lauga's Simca, and a Mercedes-Benz saloon.

Lone Ferrari

At 08.00 hours there were twenty-three cars still remaining. The positions of the first four cars were still unchanged, with Farina now four laps behind the leading Ferrari. However, there was much interest in the smaller cars, as some of the red numbers, which denote that the cars have completed the required number of laps according to the index of performance, started to appear, and by 09.45 hours Cotton's Dyna Panhard had eight red laps, and was therefore leading on index of performance, with Meunier's Panhard performing very well for second position, and Dernier's Peugeot third. A touch of humour was produced by the second 745 c.c. Panhard driven by Meignen and Blanchet, which had become very thirsty, and although at first it occasionally stopped for oil, by 10.00 hours the car required half a gallon of oil per lap, and it coasted in to the pits each time, much to the amusement of the spectators. This process was kept up for the remainder of the race, although it was necessary to stop the car for several laps, so that fresh supplies of oil could be brought in.

The next incident occurred a little before 11.00 hours, when Dernier's Peugeot broke a wheel on the hill beyond the grandstands. He changed the wheel and continued racing, but was disqualified as he had received outside assistance.

Things were now starting to happen, and after completing 216 laps, the leading Ferrari was reported stopped at Stavelot with a broken rear axle. This meant that Hawthorn in the remaining Ferrari was leading the race, with Jaguars second and third, and when, shortly after,

the leading Ferrari came into the pits, British hopes were raised, but off it went again after a short stop to have the oil level in the rear axle checked. A lot was happening at Stavelot, as, soon after Villorresi had stopped there, Wagner's Fiat crashed with the Borgward of Berger and Slosse. Some minutes later the Fiat was restarted, which was very convenient for Villorresi, who hitch-hiked in it back to the pits. At about this time, too, Damonte was out of luck with a puncture which he remedied on the circuit. He restarted, came into the pits, stayed there for over an hour, but was out of the race owing to a battery failure.

With victory a certainty if the car would stand the pace, the leading Ferrari, driven now by Farina, reduced speed slightly and cruised to win, but it was not until about the 23rd hour that the car reached its handicap target of 248 laps, a target which, perhaps owing to their smaller engine capacity, the Jaguars were unable to reach. The D.B. of Gignoux and Storez had a very good race, to finish fourth to the largest cars, despite an earlier accident in which Gignoux was slightly hurt.

With Damonte out of the race after having covered the fastest lap, the lead

in the *catégorie tourisme* alternated between the Mercedes and the Simca, but during the last hour the Mercedes took the lead and finished half a lap ahead. Meanwhile there was a fierce battle for the leadership on index of performance between the 745 c.c. Dyna Panhard driven by Cotton and Sigrand and the 850 c.c. car of Meunier and Sanders, but in spite of brilliant driving Meunier was unable to make up for the increase in handicap, and had to be content with a well-earned second place.

The only team now left intact was the three 1,100 c.c. Fiats which had fortunately carried a number of spare engine components on the cars, so that after 24 hours the full entry of four cars was still running, although the connecting rods had been changed on the fourth car, which was in consequence about 40 laps behind the other three. Their fine performance earned them the *Coupe du Roi* Baudouin.

Provisional Results

Lap distance 8.77 miles

General classification on distance covered

Sports car class: 1. Ferrari 4,500 (G. Farina and J. M. Hawthorn), 260 laps, 54.91 m.p.h.; 2. Jaguar 3,442 (J. Scott-Douglas and G. Gale), 242, 53.8; 3. Alfa Romeo 3,442 (H. Rosendorp and J. Ullmen), 231; 4. D.B. 745 (M. Gignoux and C. Storez), 211; 5. D.B. 745 (R. Fauré and P. Quetelart), 186; 6. Panhard 745 (R. Borens and R. Giraud), 184; 7. Fiat 1,100 (G. Farina and J. M. Hawthorn), 4m 44s, 111.22 m.p.h.

Touring class: 1. Mercedes 2,195 (J. J. V. Vallago and L. Narichkine), 192 laps, 70.04 m.p.h.; 2. Simca 1,221 (M. Lauga and G. Avereng), 191; 3. Peugeot 1,290 (L. Mahy and J. P. de Neuville), 189; 4. Borgward 1,758 (A. P. Pilette and J. van Wester), 188; 5. Dyna Panhard 850 (R. Meunier and A. Sanders), 187; 6. Peugeot 1,290 (T. Georges and F. Georges), 184; 7. Dyna Panhard 745 (Cotton and J. Sigrand), 180; 8. tie between Fiat 1,100 (Pauwels and Milhoux) and Fiat 1,100 (Reip and Richard), 176; 10. Fiat 1,100 (Mlle. Thirion and Mme. Boursquet), 175; 11. Borgward 1,758 (G. Berger and Slosse), 157; 12. Fiat 1,100 (P. Stasse and Rousselle), 138; 13. Dyna Panhard 745 (R. Meignen and J. Blanchet), 125; 14. Alfa Romeo 1,884 (M. Damonte and M. Thirion), 5m 26s, 51.83 m.p.h.

Classification on index of performance

1. Dyna Panhard 745 (Cotton and J. Sigrand), 56 laps above set minimum distance; 2. Dyna Panhard 850 (R. Meunier and A. Sanders), 55; 3. Simca 1,221 (M. Lauga and G. Avereng), 50; 4. Peugeot 1,290 (L. Mahy and J. P. de Neuville), 48; 5. Peugeot 1,290 (T. Georges and F. Georges), 43; 6. D.B. 745 (M. Gignoux and C. Storez), 42; 7. tie between Fiat 1,100 (Pauwels and Milhoux) and Fiat 1,100 (Reip and Richard), 35; 9. Fiat 1,100 (Mlle. Thirion and Mme. Boursquet), 34; 10. Borgward 1,758 (A. P. Pilette and J. van Wester), 27; 11. Mercedes 2,195 (J. J. V. Vallago and L. Narichkine), 24; 12. D.B. 745 (R. Fauré and P. Quetelart), 17; 13. Panhard 745 (R. Borens and R. Giraud), 15; 14. Ferrari 4,500 (G. Farina and J. M. Hawthorn), 14; 15. Dyna Panhard 745 (Meignen and J. Blanchet), 11.

Coupe du Roi Baudouin (team prize): Fiat 1,100 — Pauwels and Milhoux, Reip and Richard, Mlle. Thirion and Mme. Boursquet.

Wharton Wins at Bouley Bay

THE hill that snakes up the gradient from Bouley Bay, in Jersey, is accepted as a distinguished venue by the hill-climbing coterie. And, like most timed climbs in this country, its name is linked with that of Ken Wharton. On Thursday, July 23, after the threat of thundery showers, the weather stayed fine. A huge crowd of holiday makers banked themselves up the slope to watch the fun, and Ken Wharton, driving his Cooper in his inimitable style, broke the hill record three times in his practice and competitive runs; his fastest time of the day was 52.8s. Michael Christie, also, ran away with the record twice during the day. The previous record for Bouley Bay—Ken Wharton's property—had stood for two years. Very close times were recorded by E. G. Greenall (Cooper-J.A.P.), J. D. Sleeman (Cooper) and the Jersey driver, F. le Gallais, in his 3,442 c.c. L.G.S. Provisional results are as follows:

Fastest time of the day: Cooper 996 s (E. Wharton), 52.8s; 2. Cooper 1,107 (M. H. Christie), 53.8s; 3. L.G.S. 3,442 (F. le Gallais), 55.2s.

Class winners: Sports cars, up to 2,000 c.c.: Connaught 1,996 (A. H. le Tourneur), 74.8s. **Over 2,000 c.c.:** Jaguar 3,442 (Lord Louth), 61.8s.

Racing cars, up to 1,100 c.c.: 1. K. Wharton: 2.



Ken Wharton, who made i.t.d. at Bouley Bay, receives the trophy from Mrs. R. L. Sangar, wife of the organizing club's president (centre).

Cooper-J.A.P. 1,096 (Hon. E. G. Greenall), 55.4s; 3. Taylor Spl 968 (W. J. Reynolds), 56.6s; 1.189 s; 4. 1,500 c.c. 1. M. H. Christie; 2. Cooper 1,132 (J. D. Sleeman), 55.6s. **Over 1,500 c.c.:** 1. F. le Gallais; 2. Skinner Spl 4,533 (A. Owen), 60.0s.



No. 1504: HUDSON
SUPER JET
SALOON

A four-light arrangement with clean, simple lines forms the basis of the Hudson body style. To emphasize the impression of length, a lower "crease" supplements the falling wing line.

The Autocar ROAD TESTS

THAT it is small by American standards is the first impression created by the Hudson Jet, yet it is not a transatlantic attempt to produce a small car, but rather one of a medium size with a very good performance, somewhat on the lines of post-war six-seater British cars, and smaller than the Hornet and Wasp models which, together with the Jet, make up the Hudson range. The Jet is, in general conception, of similar overall proportions to some European models, yet, as in all the Hudson range, the power unit is a six-in-line side valve as distinct from the general trend in America, where the overhead valve V layout is becoming very popular. The 3,310 c.c. engine is available in two forms: the Jet, which has a single carburettor manifold and develops 104 b.h.p., or the Super Jet, which, with the aid of two downdraught Carter carburettors and high compression ratio cylinder head, develops an extra 10 b.h.p. The latter model has recently been tested on the Continent by *The Autocar*.

The car provided for test was fitted with optional equipment in the form of a dual-range Hydra-Matic transmission, similar to that fitted by one British manufacturer on some export models. With the two-carburettor engine the car has a very lively performance as regards both acceleration and maximum speed. Having a mean maximum speed comfortably above the 90 m.p.h. mark, the Super Jet can be cruised all day at 75-80 m.p.h. without any sign of fuss, and even at that speed there is a very useful reserve of power to accelerate the car to its top speed of 92 m.p.h. mean, where it feels both comfortable and safe.

The engine is smooth and quiet, and gives the impression

that it is rugged and tough. It has the minimum of moving parts and consequently requires very little maintenance. On ordinary grade fuel some pinking was noticed if the engine was pulling hard, but this was completely eliminated when running on first-grade fuel, which was used for the performance tests. The transmission is the latest version of the well-known Hydra-Matic, and, in place of the single position on the selector lever of the original system for drive range use, two positions are now provided, Dr 4 and Dr 3.

Briefly, the mechanism consists of an hydraulic coupling, and a planetary gear box providing four forward speeds. Apart from the drive range positions, the selector lever also covers a low range which provides drive on first and second gears only. If the car is accelerated hard (with the throttle fully opened) the transmission then stays in first gear. On part throttle a change up to second gear is performed automatically at a speed of 40 m.p.h., while the mechanism changes down to first gear if the speed falls below 30 m.p.h. With the lever in the Dr 3 position the car starts in first gear, and if the throttle is wide open changes occur automatically at speeds of 18, 28 and 63 m.p.h. In Dr 4 position the change up into second and third gears occurs at the same speeds as in Dr 3, but the change into top gear takes place at 50 m.p.h. If the throttle is closed, and the car is allowed to decelerate, the transmission automatically changes down at speeds of 12, 6 and 4 m.p.h.

Between these limits of speed, gear changing is automatic, depending on loading and throttle opening. The advantage of the Dr 3 position is that third gear can be selected at a speed greater than is possible in Dr 4, thereby increasing the

The doors are thin and open wide to permit easy access to both compartments. Combined pulls and arm rests are built into all the doors, and there is a rope "rug rail" below the ash tray on the back of the front seat. Because of the low build of the car, there is a propeller-shaft tunnel in the floor.





The frontal treatment is simple and functional. A low wide air intake extends across the full length of the body and encloses the indicator lamps. The motif and small grille on the top of the bonnet are a style feature, and not an air intake to the engine. The large rear window space can be appreciated from this view. The rear treatment is nicely balanced. The roof line and large curved rear window blend well with the luggage locker. Domed rear lights are built in to the finned ends of the wings. Push-button door locks are used, and both front doors can be locked with a key.

ROAD TEST continued

acceleration when necessary without adversely affecting the fuel consumption.

With the aid of a fluid drive, the take-up from standstill is very smooth, and the change from gear to gear can be performed without snatch. The transmission is quiet in operation and provides a very satisfactory means of two-pedal control. It is possible to start the engine by turning the ignition switch in a clockwise direction past the normal position. This can be done, however, only when the selector lever is in neutral, and serves as a safety measure to prevent the car from moving as soon as the engine fires.

Experience of various 1953 American cars has created the impression that the general riding and suspension qualities of vehicles produced in that country have considerably improved. This impression was confirmed by the Hudson. Over a wide variety of road surfaces, including smooth concrete, rough "colonial" sections and Belgian *pavé*, the suspension produces a level and very comfortable ride in both front and rear seats, free from shocks and pitching. The springing is sufficiently soft to cope with rough roads, yet it is well controlled and the dampers do not show signs of fade after many miles on rough stone setts.

In keeping with the general roadholding, there is very little roll on corners. The car is directionally stable, having a useful degree of understeer. In view of its $4\frac{1}{2}$ turns from lock to lock, the steering is not quite so light as would have been expected, but this is compensated for by the general precision with which the car can be controlled. Road shocks

are not transmitted to the driver's hands, but it is possible to feel what is going on at the front wheels, a useful feature when driving under adverse conditions.

The hydraulically operated brakes are very powerful, and under test conditions on dry concrete they recorded a very good maximum efficiency despite relatively light pedal application. No fade or loss of balance was experienced either on the road or during the protracted test procedure which requires more frequent and forceful brake application than normal operation.

The general noise level is very low, but there is some noise particularly when driving on stone setts. As regards wind noise the Super Jet is very quiet, and even when driving fast with the quarter lights or side windows open the noise is not excessive:

A well-known Hudson feature of placing some of the stress-carrying members outside the rear wheels helps to reduce the body height in general and the floor level in particular; as a result, the seats in the Jet saloon are quite low, but still a reasonable height from the floor. On the driver's side, the floor seems quite empty, containing only two pedals and a small dip switch which is designed to be operated by the driver's heel. The pedals and steering wheel are well positioned in relation to the driving seat, which is of a comfortable shape and well sprung.

One of the most useful assets of the low build, from the driver's point of view, is the ability to see both wings. The general all-round visibility is also good, with wind-screen pillars that produce a minimum of blind spots, and a very large wrap-round rear window, which in conjunc-

The six-cylinder engine is completely surrounded by its auxiliaries. Twin air cleaners are used for the two carburetors of the Super Jet. The battery is placed to the left of the engine and can just be seen behind the radiator filler cap.

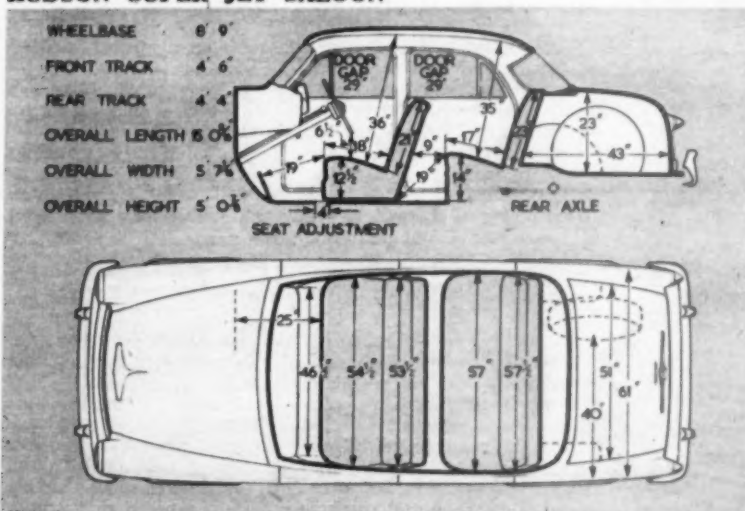
The large luggage locker also houses the spare wheel and tools. The floor is covered with protective carpet to prevent damage to luggage. A guttering on the inside prevents water running into the compartment when the lid is opened.



tion with a well-placed rear view mirror provides the driver with both long and short range visibility to the rear.

The instrument layout is both simple and sensible, with the minimum number of instruments to distract a driver's attention, while the important items such as loss of oil pressure or dynamo charge are brought to the notice of the driver by means of red lights. The instruments include water temperature and fuel gauges as well as the speedometer, and are grouped in front of the steering wheel. A cowl is fitted to prevent reflections in the windscreen at night. This screening is very effective in front of the driver, although some reflection does occur on the opposite side of the fascia, caused by decorative chromium on the fascia locker lid. Suction-operated windscreen wipers are used, and, although they cover a useful area of the screen, they tend to stall when the throttle is wide open.

HUDSON SUPER JET SALOON



Measurements in these 1/4 in to 1 ft scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

PERFORMANCE

ACCELERATION: from constant speeds.
Speed, Gear Ratios* and time in sec.

M.P.H.	DR4 range	DR3 range	L range
10-30	4.7	4.6	4.2
20-40	7.1	6.6	5.1
30-50	7.6	7.2	—
40-60	9.1	7.7	—
50-70	12.7	10.1	—
60-80	14.6	—	—

*Gear ratios 3.54; 5.13; 9.32 and 12.52 to 1.
From rest through gears to:

M.P.H.	sec
30	4.5
50	10.7
60	15.1
70	21.8
80	32.2

Standing quarter mile, 20 sec.

SPEED ON GEARS

Gear	M.P.H. (max.)	K.P.H. (max.)
Top .. (mean)	92	148.1
3rd .. (best)	93	149.7
2nd	62	100
1st	28	45
1st	18	29

SPEEDOMETER CORRECTION: M.P.H.

Car speedometer	10	20	30	40	50	60	70	80	90	100	103
True speed	10	19	28	36	45	54	63	72	80	90	93

TRACTION RESISTANCE: 20 lb per ton at 10 M.P.H.

TRACTION EFFORT:	Pull (lb per ton)	Equivalent Gradient
DR4	250	1 in 8.9
DR3	350	1 in 6.3
Low	553	1 in 3.9

BRAKES:

Efficiency	Pedal Pressure (lb)
96 per cent	94
51 per cent	50
30 per cent	32

FUEL CONSUMPTION:

18.9 m.p.g. overall for 120 miles (14.9 litres per 100 km).
Approximate normal range 17-20 m.p.g. (16.6-14.1 litres per 100 km).
Fuel, Belgian first grade.

WEATHER: Fine, dry surface; very slight wind.

Air temperature 68 degrees F.

Acceleration figures are the means of several runs in opposite directions.

Traction effort and resistance obtained by Tapley meter.

Model described in *The Autocar* of June 19, 1953.

For a medium-sized car the luggage locker is very large. The spare wheel is mounted vertically inside the locker, on the right-hand side, but even so there is still ample space for luggage. The fuel tank is placed below the locker floor and filled via a flap in the rear body panel. The tank can be replenished quickly without risk of blowing back, and with its 12-gallon capacity the car has a useful range between fuel stops. Double dip head lamps on the car tested provide a good spread of light, although a longer beam would be useful for fast night driving. The horns, operated by a "C" ring mounted on the steering column, are effective and have a penetrating note. Thirty-three chassis lubricating points require attention at intervals of 1,000 miles.

The Hudson Super Jet is in many ways a car with a European character. It is trim and compact, has a good performance, and is well finished.

DATA

PRICE (basic, with saloon body, 149,900F

(Belgian) = £1,070 at 139.6F = £1.

Extras: Radio 5,500F = £39 (approx.).

Heater 4,500F = £32 (approx.).

ENGINE: Capacity: 3,310 c.c. (216 cu in)

Number of cylinders: 6.

Bore and Stroke: 76.2 x 120.6 mm (3 x 4 7/8 in).

Valve gear: side.

Compression ratio: 8 to 1

B.H.P.: 114 at 4,000 r.p.m. (B.H.P. per ton

laden 78.6).

Torque: 168 lb ft at 1,600 r.p.m.

M.P.H. per 1,000 r.p.m. on top gear, 20.5.

WEIGHT (with 5 gals fuel), 25 1/2 cwt (2,858 lb).

Weight distribution (per cent) 52.7 F; 47.3 R.

Laden as tested: 29 cwt (3,258 lb).

Lb per c.c. (laden): 0.985.

BRAKES: Type: F, Two-leading shoe, R, Leading and trailing.

Method of operation: F, Hydraulic, R, Hydraulic.

Drum dimensions: F, 9 in diameter, 2 in wide.

R, 9 in diameter, 2 in wide.

Lining area: F, 66.1 sq in, R, 66.1 sq in. (91.3 sq in per ton laden).

TYRES: 6.40 — 15 in.

Pressures (lb per sq in): 24 F; 22 R.

TANK CAPACITY: 12 1/2 Imperial gallons

Oil sump, 9 pints.

Cooling system, 25 pints (plus 2 pints if heater is fitted).

TURNING CIRCLE: 33ft 5 in (L and R).

Steering wheel turns (lock to lock): 4 1/2.

DIMENSIONS: Wheelbase 8ft 9 in.

Track: F, 4ft 6 in; R, 4ft 4 in.

Length (overall): 15ft 0 1/2 in.

Height: 5ft 0 1/2 in.

Width: 5ft 7 1/2 in.

Ground clearance: 8 in.

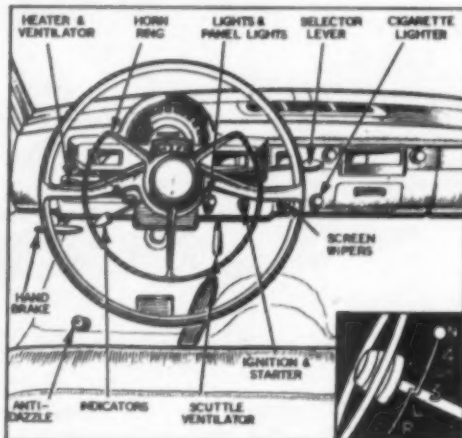
Frontal area: 22 sq ft (approx.).

ELECTRICAL SYSTEM: 6-volt, 90 ampere-hour battery.

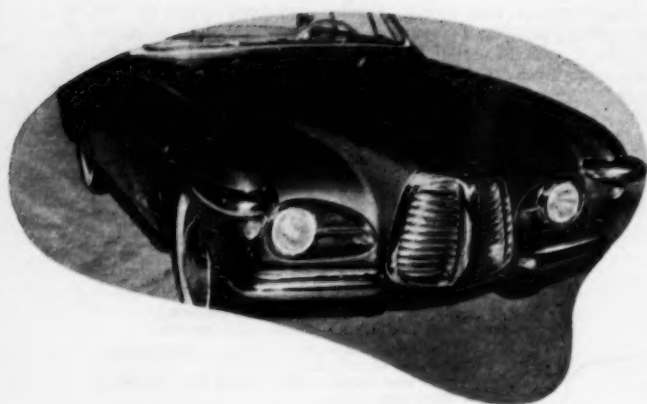
Head lights: Double dip, 35-35 watt.

SUSPENSION: Front, Independent; wishbones and coil spring; anti-roll bar.

Rear, Half-elliptic springs.



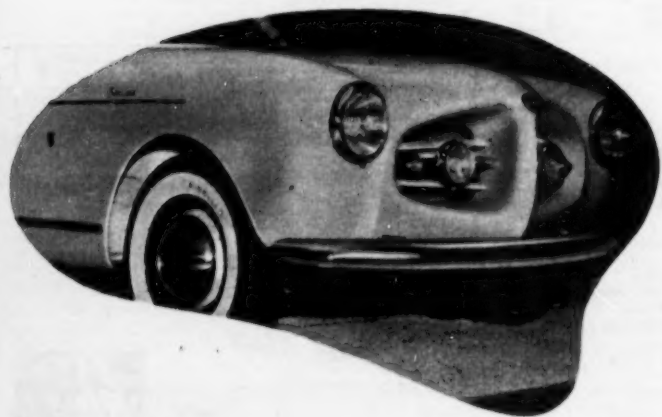
CONTINENTAL FRONT



Vignale's version of the Fiat 1100 has a novel frontal appearance with recessed head lamps and bumpers on the wing tips.



Attractive for its clean lines and minimum ornamentation, the Fiat 1900 with Monviso open two-seater body in which the wing lines are distinctive.



Novel frontal treatment on a Frua-bodied Fiat 1900 which is typical of Italian coachwork design.

CONTINENTAL coachbuilders seem to have made up their minds that the car of the moment is a two-door design which may have two or four seats, a fixed head or a folding head. In outline there is a certain similarity between the designs put forward by the specialist coachbuilders, but when it comes to the frontal aspect a great divergence of opinion is seen. Of late years it is the Italian coachbuilders who appear to have shown the greatest degree of imagination in their treatment of frontal aspects, and in one respect they seem also to follow the same lines in adopting a radiator grille of which the width is the most obvious feature.

It is surprising how much individuality can be given to a grille which is wide but shallow from top to bottom. The grille itself can consist of little more than an oval opening with a few vertical or horizontal bars, or the bars can be more numerous and both horizontal and vertical, so that a honeycomb effect is produced. There is, moreover, the mounting of the head lamps and subsidiary lamps to be considered. Sometimes these are mounted in the panelling of the front portion of the wings, but an alternative is to mount them either in the radiator grille or in air inlets which supplement the grille opening, and which are a considered feature of the whole frontal aspect.

Identification

In Continental design there also has to be taken into account the positioning of direction indicator lamps of the flashing type, and in this connection it seems desirable that they should not be placed too close to more powerful lamps which might mask the indications given by them.

There are naturally some designers who wish to strike a distinctive note in the arrangement of radiator grille and subsidiary lamps. This is all to the good in order that too much sameness of appearance may be avoided, and so that the productions of a particular specialist coachbuilder shall be easily recognizable at a glance. From the point of view of the specialist coachbuilder, and also of the ultimate owner of the car on which his product is mounted, it is obviously desirable that at first glance the make of the car and of the body it carries shall both be easily identified.

In the illustrations of some recent Italian designs, a considerable degree of divergence in frontal aspects can be seen. For example, in the Moretti sports two-seater the full-width front terminates in an approximately oval radiator grille with six horizontal bars, and the head lamps, which also constitute the side lamps by virtue of separate bulbs or filaments, are mounted in the wing tips with the flashing light indicator lamps immediately below them.

The Law

In contrast is the Nardi (not illustrated) a two-seater coupé based upon the Dyna-Panhard, which has an oval grille opening with horizontal bars curved from top to bottom and in the centre of which is mounted a single auxiliary lamp. At the sides of this oval opening there are incorporated the flashing light indicators which, therefore, are well below but inboard of the combined head and side lamps. It must, of course, be remembered that Continental lighting regulations are different from those at present enforced in this country, and that Continental head lamps usually also form the side lamps, having a separate bulb or filament for that purpose.

The Fiat 1900 with a Monviso two-door drop-head body more nearly approaches British practice in the arrangement of its slightly curved radiator grille with horizontal bars and with the head lamps, auxiliary lamps and indicator lamps

The One Feature of Design which Shows the Greatest Fluidity

mounted neatly at the side of the grille in the front panelling of the wings. So also does a Fiat 1100 with a two-door four-light saloon body by Boneschi, which has a wide grille with a central vertical bar and with 12 horizontal bars, more prominent than the vertical bars, which back them up. In this case the front part of the wings presents a flat surface in which are mounted the combined head and side lamps, with the indicator lamps below them. Moreover, while the radiator grille is slightly convex, as in the Monviso design, it is given a slight but perceptible slope, the top protruding more than the bottom.

Frontal aspects, however, must also take into consideration the bumper design, and on the Moretti and Nardi no bumpers are included, whereas on the Monviso and Boneschi designs a single-bar bumper of orthodox form is fitted, but both without over-riders.

Distinctive

In a Fiat 1900 two-door saloon by Viotti, the wide radiator grille has four horizontal bars backed by a number of vertical bars, and in the lower corner are mounted the auxiliary lamps, the head lamps being set in the wing tips with the flashing indicator lamps below them. A convex single-bar bumper is fitted and carries over-riders.

Another Fiat 1900 by Frua strikes a distinctive note because the radiator grille is divided into two by a central extension of the front panelling. In the two grille openings thus provided the auxiliary and indicator lamps are mounted on the same horizontal line, with the head lamps faired into the wing tips. The single-bar bumper, devoid of over-riders but with wrap-around ends, forms the base of the frontal aspect, there being no panelling projecting below it.

In yet another Fiat 1900 two-door saloon by Canta an approximately rectangular radiator grille which is wide and shallow has the auxiliary lamps forming a feature at each side and united by three horizontal bars. Head lamps and indicator lamps are carried in the wings, and a large section single-bar bumper again forms the base of the general frontal design.

Comparison

It will be observed that in all these examples the conservative central radiator, of approximately vertical design, is replaced by a wide and shallow grille, but in a two-door saloon on the new Fiat 1100 chassis, Vignale retains a central grille resembling a radiator and flanks it with two openings in which are mounted the head lamps. The indicator lamps are let into the wing tips, which also carry what can best be described as auxiliary bumper pressings, reinforcing the small half-bumpers which flank the radiator grille itself. In this case also, the top of the grille extends farther forward than the bottom of it.

These examples of current Italian frontal aspects differ considerably, of course, from what is popular in this country, as exemplified by, for example, the Austin, Daimler, Riley, Wolseley, Jaguar, Sunbeam-Talbot, Bentley, Rolls-Royce, and many other cars which retain a radiator proper or a radiator grille reminiscent of past designs. Some Italian cars, of course, also manage to retain in their frontal appearance something typical of their *marque*, as in Alfa Romeo and Lancia standard productions.

American design, on the other hand, while showing a universal tendency towards wide radiator grilles, appears to have lost many of the characteristic and individualistic lines which at one time were as well known as their still existent European counterparts.

A. G. D. C.



Viotti's Fiat 1900 two-door four-light saloon has the fog lamps let into the large grille.



The 750 c.c. Moretti in sports form. It is of conventional specification with four-cylinder overhead valve and camshaft engine and has independent front suspension by a half-elliptic spring and wishbone links.



This Fiat 1900 has a two-door four-light saloon body by Canta. Visibility is good all round.



One of the great advantages of a racing circuit in Ireland is that competitors are faced with normal road conditions (without opposing traffic!). This is part of the Dundrod circuit with the Aston Martin of Abecassis overhauling the Jowett Jupiter of T. C. Wise in the 1951 Tourist Trophy race.

THE SPORT IN IRELAND

NATIONAL SUPPORT FOSTERS FAMOUS EVENTS

By MICHAEL CLAYTON

RECENT history of famous events such as the Tourist Trophy has been a story of ups and downs, but now the trend seems towards success—or bust. And somehow the impression persists that some form of permanent success, a far-reaching fillip at least, is being achieved. Ireland, after all, where the T.T. is now held, has two basic ingredients making for outstanding success in motor sport: the ability to be able to run races and hill-climbs on perfectly ordinary roads, and a tremendous amount of enthusiasm. Enthusiasm for the sport as a whole is, in fact, outstanding.

In Ulster and in Eire big events already have their reputations; few people have not heard of the T.T., the Ulster Trophy, the Wakefield Trophy, the Leinster Trophy, Craigtantlet hill-climb and the Circuit of Ireland Trial. The difficulty now is to maintain, or even to improve, the standard of entries and to prevent the exclusion of Continental competitors and U.K. spectators, who are easily intimidated

by the amount of water which separates them from Ireland. It will be remembered that last year even the T.T. was not held, for the Ulster Automobile Club, which runs the event, stands to lose hard-earned finance if it sponsors an event which cannot pay for itself. Fortunately, the Ulster Government, through the medium of its Tourist Board, has stepped in in a practical and sensible way, and this year should see an event sufficiently important to attract plenty of cars and spectators from across the water.

This action applied also to the Ulster Trophy, the Ulster Tourist Board providing a grant to be divided between the two events. With the Government, the club, the Tourist Board and the Antrim County Council anxious to make the T.T. a success, two things can reasonably be assumed. One is that the Board will provide even more money if the initial grant does not prove adequate, and the other is that with this support it should be possible to build up once more the stature of the events so that they will, in them-

One of Southern Ireland's best known drivers, Kevin Murray, winner of the Hewison Trophy—the Irish Trials Championship—three times in succession. He is in his home-built Ford Ten-engined special.



The Leprechaun, with Redmond Gallagher at the wheel. The car is fitted with a 995 c.c. J.A.P. engine and its driver made fastest time of the day in every Irish hill-climb in which he entered during 1952.





Dundrod is the principal circuit in Ulster, and in this picture the cars get away in the recent Ulster Trophy race. Wharton is making a fine start, while the ultimate winner, J. M. Hawthorn, is well back on the extreme right in his works Ferrari.

selves, attract the necessary interest from international competitors, spectators and ancillary race interests, to make them self-supporting. That is a desirable state of affairs, not only for the health of Irish motor sport, but also because the venues are so good that the ardent spectator misses a great deal in not being able—or not being sufficiently encouraged by the quality of the entry—to see these events.

Premier Circuit

Dundrod, a few miles outside Belfast, is the current circuit for major Northern Ireland events, and, although greater width would be beneficial on parts of the circuit to make room for an entry of big cars, it is a splendid course. Every kind of corner is included, from the acute hairpin before the finishing straight to the very fast curve on the "back leg" of the circuit, which rather frightens many of the drivers who know that they *should* be able to "take it flat" but who still get an uncomfortable feeling about doing so, perhaps because when they drive to the limit they know they cannot get a view of the road beyond until they are well into the corner. Stirling Moss is the latest conqueror in the T.T. on this circuit with his two successive victories, the first in a Jaguar XK120 in 1950 and the next in the later Type C of the same make in 1951.

In Eire the Wicklow circuit used for the Leinster Trophy is similar in character with, to most English eyes, the ordinary signposts, which rule normal traffic, looking forlorn and picturesquely incongruous. Last year R. Baird, one of Ireland's most enterprising drivers, had a good run while it lasted in the 1½-litre Baird-Griffin Special. In the third lap

he hit a roadside marker at Ballyteskin and recovered, only to do the same thing again on the next lap, mowing down a telegraph pole in the process. But his stable is certainly the most interesting and varied of that of all the Irish drivers. In Belfast is housed quite a fleet of his sports and racing cars, and in this season his bright red formula 2 Ferrari has been seen in a number of English races.

The Wakefield Trophy has the Curragh circuit, which takes in the Curragh military camp. Last year the Curragh handicap race, run with the Wakefield Trophy, was one of the most exciting on record, for it showed handicapping as a fine art. I. M. M. Stewart (Type C Jaguar) was lapping 11 seconds per lap faster than the leader, and he started the last lap 10 seconds behind. The intensely exciting result was that he took the lead approaching the last bend and won by only two seconds.

It is now possible to assess the success or failure of the Ulster Trophy race which, of course, was run on May 16. The entry was excellent for, coming after the "Daily Express"-B.R.D.C. International meeting at Silverstone the previous Saturday, entries included the works Ferrari with J. M. Hawthorn at the wheel—a combination which won the event very handsomely—the works team of Connaughts, the works Gordinis and many more. Unfortunately, the Gordinis were not fully recovered from their troubles at Silverstone and were unable to appear, but the entry remained a good one. The biggest blow was the weather, a frequent bogey on this circuit. This kept down the size of the crowd and made it below expectations; but now that the standard of the two main events has risen so favourably it can be expected that in September more people will attend

Pierce Cahill at the wheel of the Iona Special (based on the N-type M.G. Magnette) in action at the Lisdoonvarna hill-climb in 1952. In the past he has won both the Wakefield and the Leinster Trophies with this car.



J. J. Flynn is one of Ireland's best all-rounders and his supercharged M.G. is famous for its road holding as well as its speed. Flynn has won the Wakefield Trophy twice and this year has been seen in an Aston Martin DB2.





A typical scene in Northern Ireland not very far from the Ulster-Eire border. The car is competing in this year's Circuit of Ireland Trial.

Left: Corkscrew Hill, near Lisdoonvarna, by Galway Bay, provides one of the best hill-climbs in Eire.

THE SPORT IN IRELAND continued

the Tourist Trophy, and the organizers may well find themselves in a stronger financial position to cope with the 1954 season as a result.

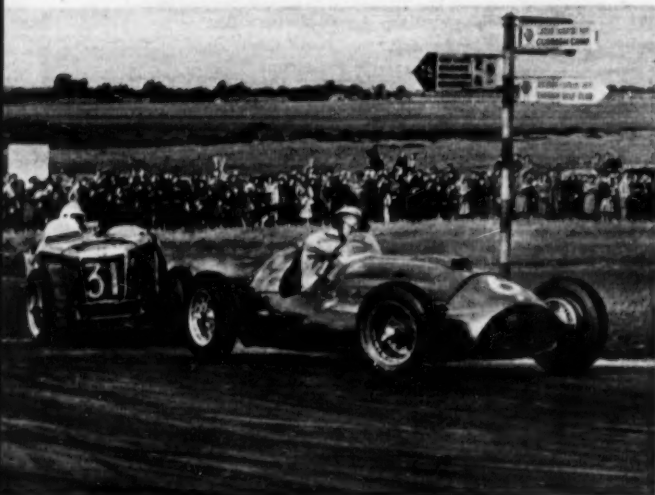
But it is only for such famous events as the Ulster Trophy and the T.T. that Ireland is concerned about getting large entries from the United Kingdom and from the Continent. For the other races, trials, and rallies there is an abundance of Irish drivers and interesting cars. Mention of trials automatically brings to mind W. T. Todd, trials champion of Ulster, and Kevin Murray, three times in succession the trials champion of Eire. But Irish trials are not of the usual very muddy type that are held in England. The Irish version has, however, much to commend it, and the competitors tend to look askance at the queer things that the English get up to! In an Irish trial one may have driving tests, a road section, and usually a speed hill-climb as well as one of their excellent venues. In other words, a rather tough form of short rally with a great deal of variety packed into it.

In the racing field, too, there is no lack of drivers, and if many of them resort to modified M.G.s, and so on, rather than the more expensive specially built racing cars to be found elsewhere, there is no doubt that they drive them uncommonly fast. Here one thinks of J. J. Flynn, famous in Ireland for his efforts with a blown M.G., and latterly for his

activities with a DB2 Aston Martin; J. D. Titterton, with important victories—including the Leinster Trophy—behind him with an Allard; Peter Thomas, another particularly spirited driver with a DB2; J. D. Spivack, at the wheel of a Jaguar XK120; C. W. E. Maunsell, H.R.G.; Brian McCaldin, M.G.; and E. T. McMillen with his rapid Nufor, not to mention many others.

In the rallies, and trials of the rally type, they all join in, and the variety of family and sports cars in such events as the Circuit of Ireland, run by the Ulster club, and the Limerick club's Circuit of Munster, a prominent event in the south, is worth seeing. For here again the freedom of Eire comes on the scene, as almost any car has been available for some time even if the lower-priced foreign cars have been difficult to obtain and have suffered from extra taxation unless assembled in Eire with a certain minimum of Irish materials. But one does see the odd Simca, many Volkswagen, and so on. The Circuit of Ireland, although classed as a northern event is a truly all-Ireland affair in effect. Not only do all the pick of Irish drivers (and many more besides!) join in, but as an additional attraction the route goes all round the country. In the last event the route was not concerned, as it had been in the past, necessarily to include the main scenic areas of the country, and from some points of view this was

The Bristol-engined I.R.A. being chased through the hairpin on the Curragh circuit by J. J. Flynn (supercharged M.G. TC) in the 1953 race of the Irish Motor Racing Club.



FORTHCOMING IRISH EVENTS

AUGUST

- 1.—500 M.R.C. of Ireland. Race meeting, Kirkiston Airfield, Co. Down, N. Ireland.
- 2.—Ulster A.C. Hill-climb, Craigantlet, Co. Down.
- 19.—Newry and D.M.C. Driving tests, Cranfield Airfield, near Kilkeel, Co. Down.

SEPTEMBER

- 4.—Omagh M.C. Trial, Omagh.
- 5.—R.A.C. Tourist Trophy race, Dundrod Circuit.
- 12.—Irish M.R.C. Wakefield Trophy race, Carragh.
- 12.—Mid-Antrim M.C. Trial, Antrim.
- 26.—Ulster A.C. Hill-climb, Knockagh, Co. Antrim.

OCTOBER

- 7.—Newry and D.M.C. Trial, Newry.
- 17.—Ulster A.C. Trial, N. Ireland.
- 24.—Armagh and D.M.C. Trial.
- 31.—Omagh M.C. Trial, Omagh.

NOVEMBER

- 6-7.—500 M.R.C. of Ireland. Night Trial.
- 7.—Newry and D.M.C. Trial, Newry.
- 13.—Mid-Antrim M.C. Trial, Antrim.
- 14.—Newry and D.M.C. Trial, Newry.
- 21.—Ulster A.C. Trial, N. Ireland.
- 28.—Armagh and D.M.C. Trial.

DECEMBER

- 12.—Armagh and D.M.C. Trial.
- 24.—Omagh M.C. Trial, Omagh.
- 26.—Ulster A.C. Trial, N. Ireland.

a pity. To take in the beauty spots detracts not at all from the tough nature of the event, and the long stretches of driving, which add up to about 1,200 miles, could well enable "foreigners" to see the best of the country while they are competing. Next year, however, the route may well be changed again.

Ireland is very much linked with the history of motor sport, claiming the first motor race in the British Isles—the Gordon Bennett race of 50 years ago, won by a Mercedes driven by Jenatzy. At present the veteran car type of event is very popular, and it provides a spectacle which attracts particularly the non-motoring section of the population. The Leinster club holds an annual event which is usually run from Dublin to Naas. This year it was a special event commemorating the anniversary of the Gordon Bennett race, and took place on June 20.

Apart from the better known clubs already mentioned, the Irish competitor has at least as great a concentration of clubs from which to select one for himself as has his English counterpart. A fairly recent addition to the list is the 500 Motor Racing Club. Although it has been in existence for some time it has had its teething troubles; but now it is properly under way. August 1 will see the club (in collaboration with the Ards Motor Cycle Club) holding what should be an interesting meeting.

Hill-climb venues abound in Ireland, two of the best known being Craigtlet, a few miles from Belfast, and Lisdoonvarna, which is the hill beside Galway Bay that was used during this year's Circuit of Ireland. The latter is much longer than any English counterpart, and to watch the



One of the most successful Irish drivers, J. D. Titterington, is seen here in action with his Allard at the Craigtlet hill-climb, near Belfast.

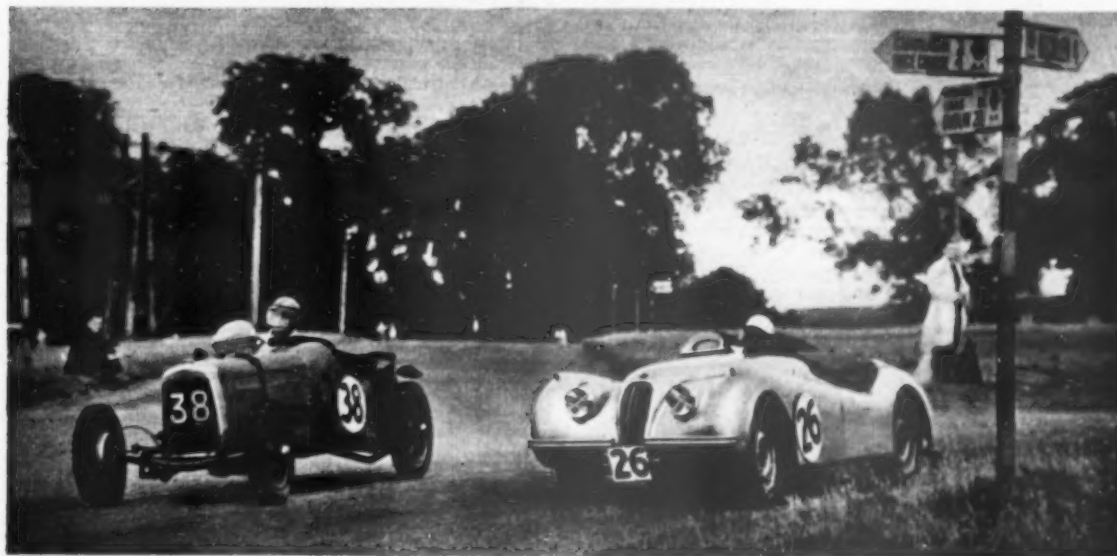


J. D. Titterington (Allard), in the 1952 Leinster Trophy race, which he won; also W. Leeper's M.G. and L. D. Spivack (Jaguar). A white patch painted on the road warns drivers of a protruding concrete top of a drain on the inside of the bend.

experts on this course is particularly exciting. There are a series of hairpins, and sections straight enough for really high speed to be obtained by the more powerful cars, and, as additional excitement, on one or two bends, the outside of the road hugs the top of a precipitous slope!

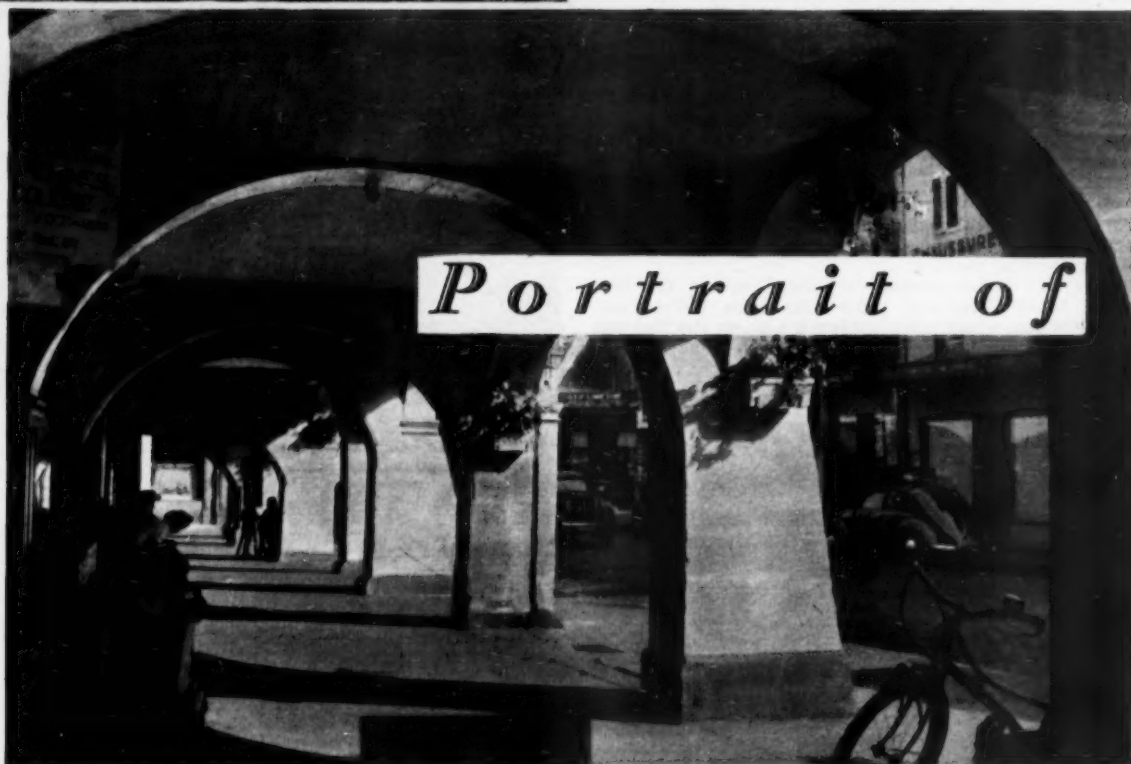
As the Irish well know, a pleasant informality is the essence of all these events, regardless of their status. Although the Irish calendar is well packed throughout the season, potential visitors from across the water will be more concerned with the specific details affecting the T.T. in September. As the date (September 5) is fairly free from other major events, and the race is included in those affecting the world sports car championship, it is likely that with the added financial support which is being provided the event may well be one of the best ever held.

In the 1951 Wakefield Trophy race, C. W. E. Maunsell's stripped H.R.G. is on the outside of Newbridge Corner, while A. H. Tinsley's XK Jaguar takes the inner circle.



Left: Remiremont from the east—on the tree is a mountain walk sign-board indicating the "red tour."

Peaceful pattern, 13th-century perfected—the arcades of the Grande Rue.



Portrait of a

... but Remiremont, in the Vosges, Does Not Strike the Englishman that Way

WE came to Remiremont at the end of a period of frustration, during which we had searched Gerardmer, farther east, unsuccessfully for hotel accommodation. But whereas Gerardmer is mostly young and gauche, Remiremont has the beauty that comes with the afternoon of a life well spent—soft lines, a paling of the fresher colours of morning and an air of satisfaction and appreciation of the art of living.

Remiremont, says the town guide, has a heritage from the ancient abbesses and canonesses who once ruled her—*une sorte de dignité élégante et de douceur féminine*—which qualifies her as Remiremont la Coquette. Perhaps the French do not give quite the same meaning to coquette as do the English, for to two motorists of the latter nationality she seemed motherly, however queenly. Here, we said, is a town in which we could live, and that can be said of so few towns; London fails to evoke such a response, though Winchester might. Yet it is not a matter of size, for Ciudad Trujillo and Calcutta have both reached out similarly to this traveller in his time.

The glory of Remiremont is her arcades (13th-century) which border the Grande Rue, and the glory is enhanced by

the pride taken in these ancient semicircles by those who live and trade beneath and over them. They are clean and painted, hung with flowers, and ideal for the enjoyment of the great pastime of France—sitting out on the pavement, watching the passers-by on the excuse of coffee, an aperitif, or, more particularly nowadays, *thé au lait*, for tea may be obtained easily in Remiremont at about 130 francs, which the true Englishman willingly sacrifices from his foreign allowance for the sake of his national beverage.

Remiremont lies in a valley of the western escarpment of the Vosges mountains, and she is thus cradled in pine trees; the sun-warmed winds that blow over her have the astringency that the pine gives to the atmosphere, and stimulate the holiday-maker into taking the mountain walks that the Club Vosgien marks for ease and safety, the walker following a splash of colour that indicates his particular route. All round, too, are motoring tours that rival any, supreme amongst them being the Route des Crêtes to the east. This is a north-south road that clings for many kilometres to a line of high Vosges summits, with all that that implies in the way of views, and finally leaves them at the Grand Ballon, the panorama from which is indescribable:

one must really climb a mountain to see anything similar. Pallid on the far horizon are the snow-capped high Alps, and the dizziness of the sight is accentuated by the hundreds of hairpins of the descent to the plain.

But you return to Remiremont, and Remiremont enfolds you cosily once again. Evening comes and the Grande Rue quiétens; no longer is there the possibility of a coach arrival and the scurry of be-cardiganed Englishwomen under the arcades in search of souvenirs. Quieter still is the coquette just before dawn, a time at which many wake in the summer. Then the town is really still and the mi-ray, mi-ray, doh of the clock of St. Peter's scatters in soft echoes from the curved red tiles of the roofs. There are several clocks with a similar softness of strike—a simple sound that is as characteristic of France as are the carillons of Holland. They serve to remind the wakeful Englishman that he is amongst friends, and that he is fortunate in having as friends surely one of the most delightful peoples of the world. And if he is in Remiremont he will be additionally lucky, for he is in one of the most delightful towns in the world. Go there, and you will see what I mean; and even if you don't you can always move on along the magnificent roads of France.

M. B.

Coquette



Le Calvaire, the three figures of which look down on the town from the south.

Right: Red roofs, and onion steeple of the great church of St. Peter.

Left: Palais de Justice, contiguous with the Palatial church.

Fontaine du Cygne, and the arcaded south aspect of the Grande Rue.



CARAVAN COMMENTARY

By JOHN VOXALL

A well-matched outfit. Mr. Fellowes' Austin A.70 and three-berth Siddall. The setting is the western end of the Fair Mile at Henley-on-Thames, Oxfordshire.

COPENHAGEN'S INTERNATIONAL RALLY : BIGGEST EVER OVERSTONE : TOW-BAR TIDYING

BY the time that this issue of *The Autocar* is published, I hope to have reached the International Rally at Copenhagen.

The British contingent looks like numbering about 40 vans, from more than a dozen manufacturers. This is a good thing, because our vans are very highly thought of on the Continent. It is evident, of course, that the rally is not a business exhibition in any sense, but caravanners are notorious "inspectors" of other people's outfits. The site for the International Rally is in the famous Bernstorff Park nine kilometres north of Copenhagen and close to the well-known Deer Park. A complete programme of excursions and entertainment has been organized for visitors.

The Henley meet at Swiss Farm this year was an unqualified success. In adjacent fields were both the Caravan Club and the British Caravanner's Club, with a combined attendance of well over 100 caravans. Weather was near perfect.

There are no jealousies between the Caravan Club and British Caravanner's Club—but there are definite rivalries. It was, then, nice to see them get together for coffee beneath the joined awnings of the Raven Argonaut of Mr. C. A. J. Howard (chairman, C.C. Upper Thames Centre) and the Siddall Sunset belonging to Mr. and Mrs. F. G. Pocock (vice-chairman and secretary respectively of the C.C. Upper

Thames Centre). The B.C.C. contingent was led by that very worthy meet and rally organizer, Mr. Jack Jarvis. Speeches on such an informal occasion were short, but stressed the need for continual vigilance to protect from all quarters the sport of caravanning.

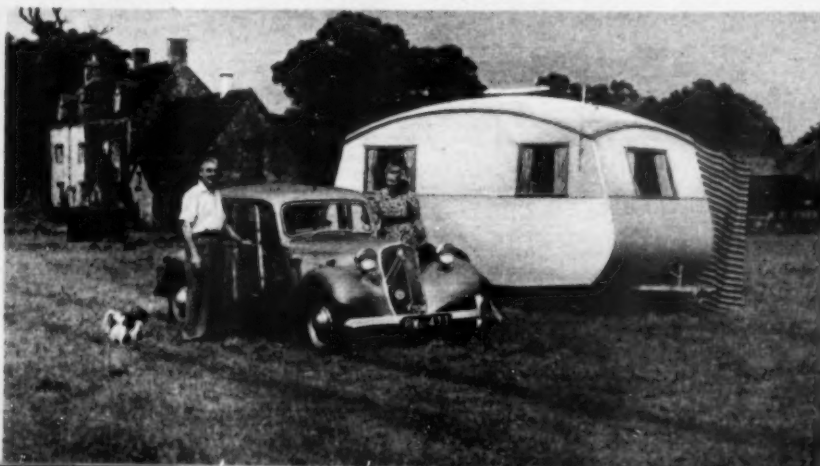
If there is any virtue in size as size, the Caravan Club's Coronation rally was the best ever, some 623 vans turning up at Overstone, one coming from as far afield as the north of Scotland. It may be debatable whether these very big meets do or do not defeat their object, but they do indicate the growth of the movement—an indication which local authorities would be wise to note when drafting regulations.

In every Continental country it is

usual for caravanners in transit to park for the night in some quiet village or town square. Imagine trying such a thing in Britain. Almost before the wheels stopped rolling somebody would want a shilling fee for parking, and within two hours one would no doubt be asked to move on. There are exceptions, of course. In Winchester, for instance, the car park is available for overnight stops and permission is easily obtained to do likewise in the New Forest.

Exemplary in its caravanning outlook among county councils is that of Cornwall, which has published a map of all the scheduled sites in the county. A copy of this, similar to the one published here, is available from the Cornwall County Council, County Hall,

In front of Mr. Coles' Cotswold home, Moor Farm, Fairford, Gloucestershire, is Mr. and Mrs. H. P. Rochester's Citroen-Eccles Alert combination. From its road performance it is obvious that front-wheel drive is no drawback to good towing.



Truro. The map is complete with addresses of the sites. It must not be thought, however, that all the sites in Cornwall are represented. These are, in fact, only the sites licensed by the county authority for continual use. To the holidaying caravanner there are hundreds of casual sites available, most of which are to be found in the sites lists of the two recognized clubs.

As time goes on and the popularity of caravanning increases, the provision of good sites within easy distances of big cities is likely to become more and more difficult. In light of this it was good to see Lady Baden-Powell open the Balls Park site, which has been established by the Camping Club of Great Britain and Ireland, in memory of the late Lord Baden-Powell, who was their president for so many years. At the moment the site is rather rough. It is, however, beautifully situated on the south-east of the town of Hertford and is splendid for a weekend's relaxation in the country. It will also make a very useful overnight transit stop for those travelling from the south-east of



Designed and constructed by Mr. Miles Edwards, of Pilot Works, Ltd., Manchester, this neat towing attachment is unfortunately "one off" and not available for sale.

England to the less densely populated areas in the north and north-west. Even those travelling from the north of London would do well to make this short journey on the first evening of a projected tour. Such a start is a great time saver, avoiding, as it does, the morning business traffic.

The annual Cheltenham Club meet goes from strength to strength. This year, the occupants of over 80 various Cheltenham vans—from pre-war Gazelles to splendid new Elands—turned up to partake of Mr. and Mrs. Gardner's hospitality at South Farm on the outskirts of Cheltenham. There is a curious family spirit in all that the Gardners do. This is reflected even



Together at Henley: Members of the British Caravanner's Club being entertained by the local Caravan Club centre. Seated on the right is Mr. G. H. Hollingbery, chairman of the Caravan Club.

in the design of all the Cheltenham vans. Each has a cosy air about it—this is particularly true of their new four-berth Bison, which has dispensed entirely with that "corridor" feeling.

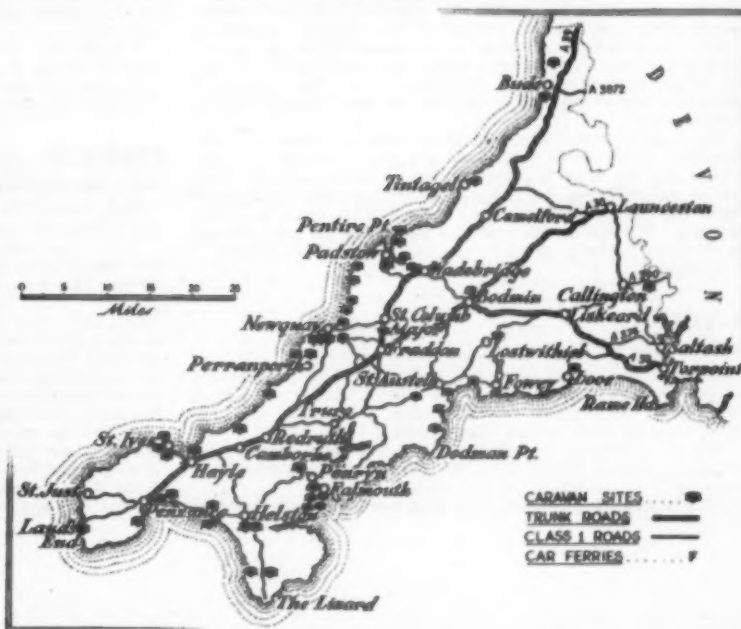
There was a time when the caravanner's car was usually of somewhat antique vintage—a good beefy twenty or so horse-power, and guaranteed to keep trundling. Appearance did not really matter. How different things are today with mobile caravanning becoming ever more popular with owners of quality cars. It is not surprising, then, that with pride of possession, more and more attention is being paid to detail neatness in such matters as tow-ball covers. The Witter rubber mounted and enclosed variety has been on the market for some while, and now comes news of another designed by Mr. Miles Edwards of Pilot Works, Ltd., Manchester. I must hastily add, before he is overwhelmed with requests, that this

is only a "one off" made for his own Humber Super Snipe. His covering letter explains that he is passing on the idea "in the hope that it may help other enthusiasts to aim at cleaner rear ends to their towing vehicles."

As is evident from the photograph, the tow-bar is hidden in the inside of the bumper bar, the rubber and chromium cover being removed by taking out two quarter-inch set screws. The Dunlop commercial vehicle rubber buffer is incorporated for the secondary purpose of protecting the rear end of the car from damage. For this purpose it is effective in that it protrudes four inches farther rearwards than any other point.

There is still much to be done in tidying up the towing hitch apparatus. Brake actuating gear and electrical leads all have to be incorporated. Nevertheless, a tidy car when the caravan is not in position is a step in the right direction.

The key map from the site schedule issued free by the Cornish County Council. Full particulars for finding the sites are included.





Contrasting styles of cottage architecture at Farndon, on the River Dee, nine miles upstream from Chester. Farndon was the birthplace of John Speed, one of Britain's first map-makers, in the sixteenth century.

CORRESPONDENCE

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

PARKING

The Law is Not Administered to the Letter

[65037].—I heartily agree with Mr. Donald J. Balmer's sentiments [65017] on careless parking in this country, although I regret I have had no experience of the Continent in this respect. However, it would appear that, technically speaking, it is in fact an offence to park a vehicle anywhere on the road, narrow or otherwise, except perhaps in the case of local arrangements in certain towns.

May I quote from Chapter 15 of *The Autocar Handbook* (20th Edition), which deals with Law and the Motorist? "Few realize that the word 'obstruction' refers to the highway itself, not to the traffic on it. No one has any fundamental right to leave a car on the highway, even in front of his house for a few seconds. We can be thankful that the law is not administered to the letter in this respect!"

Lincoln.

F. O. C. HARDY.

APPETITE

Experience with a Riley Falcon

[65038].—I was particularly interested in The Scribe's remarks in *The Autocar* (July 17), about the Austin Twelve using more petrol after being fitted with new rings; I have had a similar effect with my 1935 1½-litre Riley Falcon.

Before re-ringing, consumption of National Benzole was 28 m.p.g., and of Castrol XXL 85 miles per pint; these figures were taken over a distance of 800 miles.

At a mileage of 28,000 after the engine was last reconditioned,

I fitted new compression rings and Wellworthy Dualflex scrapers, decarbonized, retapped two big-ends but altered nothing else. During the first 470 miles since reassembling the engine, consumption of National Benzole has been 25½ m.p.g. and, of Castrol XXL, about one pint.

Having also made the usual checks—the carburettor is fairly new—I have come to the conclusion that increased friction was the trouble. I imagine that driving at 30 m.p.h. for these first 470 miles (to be on the safe side!) has resulted in the oil not getting as hot and thin as it did previously. Driving slowly in this car has never given the marked increase in m.p.g. usually expected.

I think that this increased consumption of petrol, resulting from the fitting of oil control rings, is an interesting point which their many advocates omit to mention.

Camberley, Surrey.

G. V. COWMEADOW.

TERRIBLE . . .

Never Should Have Got Like That!

[65039].—Your issue of June 26 was the first I had ever bought and I found it most interesting.

As a driver who makes no pretence to technical knowledge, but whose car is an essential part of his working equipment, I should like to endorse the statement of Mr. A. S. Davey ("128,000 Miles Before Reborn") who "regards the difficulty of having any defect traced at garages, unless it is an obvious one, as serious." More than once complaints about some part of the car have been met for months with assurances that there was nothing wrong, and with the implications that I was too fussy and did not know how to drive properly. Then, eventually, there has been a complete breakdown of the part concerned; this is met with an astonished remark about the terrible state of the brakes, or the steering, or whatever it is, and the implication that if only I had been a decent car owner I would have come and given them a chance to put the faulty parts right before they reached this terrible condition. Needless to say, I point out that



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CORRESPONDENCE

continued

I have complained again and again, but this does not stop the next complaint being treated in the same way.

I had come to regard the whole business as inevitable unless I took time off to learn more about my car. If an experienced engineer like Mr. Davey has the same trouble, surely the time has come for an organized drive to improve the standard of car servicing. If *The Autocar* would take the lead in this it would convey a great benefit to the motorists of the country.

London, W.1.

R. B. NIVEN.

"APPETITE"

Interesting Results of Experiments

[65040].—The Scribe's suggestion, in *The Autocar* of July 17, that the excessive evaporation of some of the more volatile first-grade fuels causes a falling off in m.p.g. is quite correct. I have just completed my own series of tests, both on the road and in a simple home laboratory, and the principal conclusion is that the more volatile fuels always give the worst consumption figures, and that the longer a fuel sample is allowed to remain in the tank the lower will be the m.p.g. figure recorded; this is owed to the fact that fuel is slowly but continuously evaporating and diffusing through the tank vent and, when the engine is running, through vent holes (however small) in the carburettor and float chamber. Sealing as many of these as possible has resulted in an increase of approximately 2 m.p.g. on my own car.

The following figures show the effect of duration of test on the average m.p.g. obtained with a highly volatile fuel (Esso Extra) and a less volatile fuel (National Benzole Mixture). The car is a 1939 Morris Eight, and each figure is the average of approximately five separate tests on one-gallon samples.

	Duration of Test					
	2 hours	1 day	2 days	3 days	4 days	5 days
Esso Extra	m.p.g. 47.5	m.p.g. 45.1	m.p.g. 40.1	m.p.g. 39.0	m.p.g. 39.0	m.p.g. 38.7
National Benzole Mixture	49.2	48.2	44.9	44.1	42.0	41.5

Other first-grade fuels have been found to give consumption figures intermediate between those quoted above. The falling off in m.p.g. with the time taken to use the sample is very marked, especially with the more volatile fuels, and it is suggested that to minimize this loss under normal driving conditions the tank should be left as empty as possible when the car is not in use.

The small difference in m.p.g. under conditions of rapid use (two hours), is no doubt owing to the slightly higher calorific value of the Benzole Mixture. This effect is, however, small and although the calorific values of the various fuels have been measured and a consistent variation found between different brands, it is not suggested that this property of a fuel is sufficiently important to be considered when choosing a fuel for a given application.

G. BRANSOM GRIFFITHS.

Woodford Green, Essex.

UNDERGROUND

The Reactions of the Subterranean Motorist

[65041].—The Scribe's perplexity (*The Autocar*, July 10) in deciding on a route from London to Liverpool is very understandable, but in his journey through the country lanes of Cheshire to Birkenhead the Ministry of Transport's road numbering system must have caught him off his guard!

He was all right up to Stone; but then he should have left A51 for A34, through Newcastle-under-Lyme (only the fringe of the Potteries, well signposted and nothing worth avoiding) and thence by A50 to Warrington (also well signposted), completing his journey by A57 and arriving in Liverpool (I hate to tell him) by way of "London Road," which would have taken him into the square in precisely the opposite direction from that in which he arrived therein by way of the tunnel from Birkenhead.

Of course, if he really had relied on the Ministry from the beginning and followed A41 right through from Edgware to Birkenhead, the night porter at his hotel would have been just about to go off duty!

His "rule of the road" aberration on emerging from the Mersey tunnel is probably owed to the layout of the exit plus the psychology of emerging from tunnels. As one comes up the exit road itself, there is no approaching traffic on one's right, and in the fast lane one definitely drives on the right of the road for just this little way. The illusion is likely to be

further heightened by the island on one's left, and the first sight of traffic in the "new land," in which, somehow, one always feels one has arrived after coming out of a tunnel. The traffic coming down Brownlow Hill directly opposite, seemingly approaches on one's left, the worm's eye view concealing the up traffic.

The psychology of emerging from tunnels is quite something, particularly that of emerging from one as long as the Mersey tunnel. The regulars are not, it appears, affected, but the less frequent subterranean motorist is observed to find himself at a bit of a loss on his sudden return to human ken; he hesitates, slows right down in the exit road and seems to take quite some time to gather himself together. I think it must be that we drive, as it were, by progressive vision, and that the sudden change in our environment has us momentarily stumped. In the tunnel we have been preoccupied with the wonder of it all—the roaring noise of the traffic, the dancing lights, the flaming fire-stations, the rather frightening speed of the approaching traffic in this confined place and then, just when we are really getting acclimatized to this satanic drive, why, here's the end, and—oh, the dazzling daylight, the stillness! Birds, trees, great buildings, streets, trams, buses, people walking, the sky! Good heavens, this must be Liverpool! Yes, but where are we, and where was it we were making for?

I do think, therefore, that The Scribe may excuse himself—just this once!

RALPH S. EVANS.

Rainhill, near Liverpool.

ADVERTISING

The Technical Information is Similar for Each Brand

[65042].—The appeal of your correspondent "S. R. W." [64988] to the petrol, oil and tyre companies to make their advertisements more interesting to the intelligent reader is, I suggest, a difficult one to do anything about.

Surely the position is this: from whatever sources these products come, they are of such uniformly high, consistent, and comparable quality that there is little one can really say about them in advertisements in the form of technical information to persuade the user that this or that product is superior to, or substantially different from, another?

In the end the petrol, tyre or oil advertiser could use only the lore of repetition, so that his name sinks into the subconscious of the user to rise to the surface at the moment the user wishes to make a purchase.

GRAHAM ALLEN.

London, W.13.

A WINK OR A WAVE?

How to Produce Both

[65043].—Following the article "A Wink or a Wave?" (*The Autocar*, July 3) I am sure many read with interest Cordyne's letter [65012] regarding traffic indicators with winking bulbs. To solve the problem little electrical knowledge is required and certainly the services of an electrical engineer need not be enlisted.

If the wire fitted to the traffic indicator bulb is carefully disconnected, at the base of the unit, from the wire operating the indicator itself, and the former wire is then connected to the winking circuit (where provided) the job is done in about 30 minutes. If no such circuit is fitted, two rotary switches of the correct voltage (25s the pair) accomplish the same result. They should be connected at the junction box to the left- and right-hand side respectively of the traffic indicator switch input, and the output side of the rotary switch is connected to the traffic indicator bulb.

My indicators, so modified, work perfectly, give no trouble, and are certainly considered to be more effective on bright days.

Dawlish, Devon.

B. L. MACASSEY.

MOTORISTS' UNION

Now for the Aims and Principles

[65044].—Every support to Sqn. Ldr. R. Gilmartin [64805] and Mr. P. W. L. Mitchell [65009] for their pioneer and practical letters.

May I ask that, through the medium of your enlightened journal, the support among motorists for such a union be generally gauged? Subsequently, of course, the less specialized publicity media will have to be used so as to reach drivers who do not read *The Autocar*.

Perhaps it is not too early to suggest aims and principles in the hope of amplification and comment. First, we should form a

CORRESPONDENCE

continued

body serious and strong enough to explain external conditions to the Government. It should be capable of taking disapproval action in the event of continued dilatoriness; it should have funds enough to engage in lawsuits. Principally the aim should be, I think, to form a properly constituted body, in place of disorganized displeasure and the rather tame A.A. and R.A.C. In the face of the continued embezzlement of a large proportion of the road fund it is high time some ostrich digging were done.

Secondarily, the union could be of lasting service to its members in investigating complaints resulting from car deals and repairs; a little fairly applied blacklisting would do much to clean up this end of the business.

All this costs money and work but, with sufficient representation, 5s or 10s per head per annum would cover the one, while the keenness shown by your correspondents already should, if backed by a few more, deal adequately with the other. I would be privileged to be among the few more.

J. C. READ.

London, S.W.18.

FLYING EIGHT

Satisfaction in South Africa

[65045].—I am a regular reader of *The Autocar* and take a keen interest in motoring. Although I am an adult victim of polio, I own and drive a 1948 Standard Eight and average 1,000 miles a month; I cover 200 miles each weekend in this very dependable little car.

I would like to correspond with a Standard Eight owner to compare notes on our travels and performances.

There are a good many Flying Eights in my town and, in fact, a good many to be seen throughout the Union of South Africa.

My little car was recently overhauled at 32,000 miles and the speedometer now registers a mileage of 36,500. I get an average petrol consumption of 45 m.p.g. and usually cruise at about 47 m.p.h.

ERIC SCAIFE.

Bloemfontein, South Africa.

[Letters will be forwarded.—Ed.]

CHARGES

Tea for Two in France

[65046].—In "News and Views" (*The Autocar*, July 10) you mention the new Dover car terminal which is, without doubt, excellent.

Last week my wife and I returned from Calais by the Townsend ferry. One thing struck us both; why make the entrance from seaward so narrow? Obviously—to anyone who has had any sea experience—a vessel must approach the ramp and piles with quite an amount of way on in order to overcome the effects of wind and tide.

It seems a great pity that a magnificent terminal should have such a hazardous and difficult approach.

Referring to another subject, The Scribe, in "Disconnected Jottings" (*The Autocar*, July 10) complained at the charge of 4s for tea for two. Last week, in France, we felt like a cup of tea; we certainly had it, plus two slices of toast, and the bill was 600 francs! I must admit, we knew what to expect—almost—but did not bargain for quite such a bill as that; we were prepared for an equivalent of 10s!

FRASER EVANS.

London, E.C.3.

SUPPRESSORS

More Heat Than Wisdom

[65047].—May I throw something—possibly oil—on the troubled waters of the "suppressor" correspondence? Man-made radio interference has been one of the problems of the radio communications engineer for very many years. It includes interference with radar, too. The trouble dates from long before television—even before the Baird system experiments of 1925-1930.

The interference affects all forms of radio in varying degree. The effects can be serious in air and sea navigation and safety—also in police and military communications. The fact that it affects the entertainment value of TV is relatively unimportant, but, in TV, its effects directly concern the greatest number of people.

There is a variety of causes of radio interference—both commercial and domestic—and careful design of electrical apparatus can overcome a very high percentage of the trouble. Fixed sources of interference can be and are traced by that hard-

working and unsung branch of the G.P.O. whose job it is to do that. They have been at it for over 30 years, advising and helping those who are responsible for such interference in cases where the culprit is amenable to such advice.

Man-made radio interference originates in what is technically an unauthorized and illegal radio transmitter irrespective of its fundamental function. It would, however, be impossible to take legal proceedings against the many millions of sources. Now legal action has clarified some of the technical ambiguity and, as a communication engineer, I am glad.

As one motorist to others, may I point out that, if unsuppressed, the electrical ignition system of your car is a mobile radio transmitter which can cause widespread interference wherever you go? As one TV viewer to others, may I point out that you have arrived at the problem rather late and with a less important point of view?

To both motorist and viewer I would say: your arguments are, at times, generating more heat than wisdom!

London, N.21.

H. W. W. H.

The Aerial May be the Cause

[65048].—With all due respect to Messrs. W. E. Goodwin [64971], A. G. Gorman [65000], W. J. Crawley [65001], and J. E. Lawson [65002], I beg to differ from their several assertions that spark interference from cars cannot be suppressed within a television set.

I own a 1937 model H.M.V. radio-television, still with its original cathode tube, and am never bothered to the slightest degree by unsuppressed car ignition systems.

The only discernible effect of a passing unsuppressed car (within 30ft of the set and its aerial) is a very faint and short-lived series of tiny points of light, visible only when the screen is otherwise completely black.

There is at present no true aerial on the set, as the wire braid-shielded aerial lead has proved sufficient, but the same results applied at the time when the set was fitted with a large aerial placed inside the roof at our former home in Southgate, London, N.14.

I do not profess to know the likely explanation of this, but at the risk of being howled down by radio experts, may I suggest that the fitting of an outside, incorrectly shielded aerial may have some bearing on it?

Or are modern televisions not so well made?

London, N.8.

DAVID R. KELSEY.



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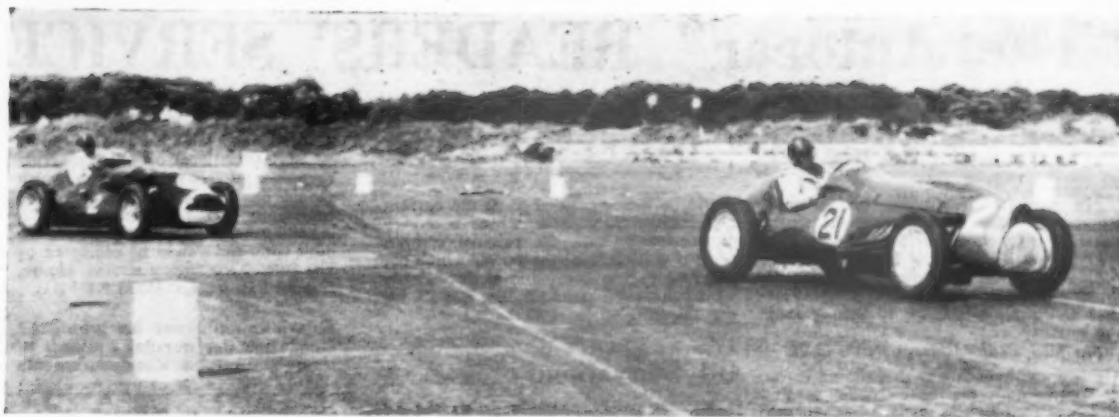
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Bob Gerard (Cooper-Bristol) just manages to lead Tony Rolt (Connaught), the ultimate winner, in their duel in the U.S.A.F. Trophy.

Rolt Wins U.S.A.F. Trophy

SNETTERTON A.M.O.C. EVENT MARRED BY DEATH IN PRACTICE OF R. BAIRD

CONTINUING his well-deserved run of successes this season, A. P. R. Rolt, driving R. R. C. Walker's Connaught, won the United States Air Force Trophy at Snetterton last Saturday, after a really exciting duel with F. R. Gerard (Cooper-Bristol). The B.R.M. had a good day in the hands of Ken Wharton, winning the *formule libre* event and the special invitation race, and R. Parnell had an easy sports car victory. An excellent programme of races for sports and racing cars was completed in a truly Anglo-American atmosphere and in wonderful weather; and full praise was owing to the Aston Martin Owners' Club and the U.S.A.F. Unfortunately the well-known Ulster driver, R. Baird, was killed during practice when his Ferrari left the road. This was a particularly bitter stroke of misfortune, for apart from his personal popularity he was one of the most colourful participants in racing.

The meeting opened with two high-speed reliability trials run concurrently, and at 1 p.m. the formula 3 cars started the day's racing. Main contenders were Don Parker, Eric Brandon, S. Lewis-Evans, Bob Gerard and J. Coombs. From the start Parker set a cracking pace, quickly taking the lead which he held to the end. Brandon could not catch him but he was able to hold second place on every lap but the third. Behind these two, however, Leston and Gerard had a wonderful tussle, changing position time after time and finishing wheel to wheel.

In the 15-lap race for sports cars of over two litres non-starters had reduced much of the interest, for both the Type C Jaguars entered had been scratched as well as the H.W.M. of Abecassis. The result was that Reg Parnell, in an Aston Martin DB3, walked away from the field. So decisive was his victory (a particularly popular one at this A.M.O.C. meeting) that he lapped the whole field except for the Jaguar XK120 of J. Farrow, one of several Americans in the entry list and a very promising driver.

Rolt was naturally a favourite for the U.S.A.F. Trophy race, for Wharton (Cooper-Bristol), who might have made a fight of it, was among the non-starters.

But at the start it was Bob Gerard who took the lead, with Rolt second, K. McAlpine (Connaught) third, and H. H. Gould (Cooper-Bristol) fourth. The second lap saw the same order, with the exception that L. Marr (Connaught) had displaced Gould; then on the next lap Rolt took the lead and the real battle between these two had begun. For three more laps Rolt held the lead, with his car getting round the corners a little quicker and Gerard catching up on the straights. But at the end of seven of the 15 laps Gerard was back in front, driving at his best. With ten laps completed Gerard still led; McAlpine had retired and Marr was in third place, with Gould behind him. One more lap and the two leaders came across the start and finish line neck and neck, and at the end of the straight Rolt had pulled ahead sufficiently to get into the corner first. From here on Rolt held the lead to win.

Roy Salvadori had an easy victory in the 2-litre sports car race in a Frazer-Nash, with B. Wyatt, the only man not to be lapped, in second place. And at the conclusion of this event the screaming,

unmistakable noise of the B.R.M. succeeded again in drawing an awe-struck crowd as near to it as they could get.

This *formule libre* event was on a circuit unsuited to the car, but lack of opposition was a compensation. However, Ron Flockhart drove his old 2-litre supercharged E.R.A. splendidly, and even after 15 laps was not very far behind.

Rounding off the day came the invitation race, but only five invitations were accepted and it became another B.R.M. victory.

PROVISIONAL RESULTS

Reliability Trials: Touring cars: 1. Austin 800 (R. C. Norman). Sports cars: 1. Alfa Romeo 24-litre (G. Caprara). **Formula 3, 10 laps:** 1. Kieft (D. Parker), 78.75 m.p.h.; 2. Cooper (E. Brandon); 3. tie between Cooper-Norton (F. R. Gerard) and Leston Spl (L. Leston). **Sports cars over 2,000 c.c., 15 laps:** 1. Aston Martin 2.925 (R. Parnell), 80.01 m.p.h.; 2. Jaguar 3.442 (J. Farrow); 3. Jaguar 3.442 (E. Proctor). **U.S.A.F. Trophy, 15 laps:** 1. Connaught 1.960 (A. P. R. Rolt), 85.70 m.p.h.; 2. Cooper-Bristol 1.971 (F. R. Gerard); 3. Connaught 1.960 (L. Marr). **Sports cars, up to 2,000 c.c., 15 laps:** 1. Frazer-Nash 1.971 (R. Salvadori), 78.65 m.p.h.; 2. Frazer-Nash 1.971 (B. Wyatt); 3. Frazer-Nash 1.971 (W. B. Black). **Formule Libre, 15 laps:** 1. B.R.M. 1.488 s (K. Wharton), 88.79 m.p.h.; 2. E.R.A. 1.960 s (R. Flockhart); 3. Connaught 1.960 (P. R. Rolt). **Invitation race, 10 laps:** 1. B.R.M. 1.488 s (K. Wharton), 87.79 m.p.h.; 2. Connaught 1.960 (L. Marr); 3. E.R.A. 1.960 (R. Flockhart). **Fastest lap (record):** K. Wharton, 1m 47.4s, 90.50 m.p.h.

B.A.R.C. at Goodwood

THE members-only sports car meeting at Goodwood last Saturday provided the usual pleasant day of short races associated with such events. Highlights of the day included M. W. Head's duel with Oscar Moore in the unlimited sports car race (Jaguar XK120 versus H.W.M.), the Davis-Gammon 1½-litre battle which ended when the former spun round at Woodcote corner, and the narrow victory (by a bare yard) of Len Potter's Dyna-Panhard from Grace's 2½-litre Riley in the saloon car handicap race. As a result of the meeting, F. C. Davis was provisionally announced to have won the Brooklands Memorial Trophy (presented by *Motor Sport*) for the second year in succession, having amassed 17 points; H. A. Mitchell and P. D. Gammon tied for second place with 15 points each.

RESULTS

Lap distance 2.6 miles
Scratch Races (5 laps each).
Up to 1,100 c.c.: 1. Lotus 1,098 (A. C. B. Chap-

man), 10m 19.8s, 69.73 m.p.h.; 2. Lotus 1,099 (P. A. Desoutter), 10m 25s, 3. R.W.G. 1,090 (R. Watling-Greenwood), 10m 28.4s, 1.101 to 1.100 c.c.: 1. M.G. 1,467 (P. D. Gammon), 9m 50.6s, 75.79 m.p.h.; 2. Riley 1,496 (D. B. Beaumont), 9m 45.2s; 3. Cooper-M.G. 1,486 (F. C. Davis), 9m 45.8s, 1.501 to 3,000 c.c.: 1. Frazer-Nash 1.971 (H. A. Mitchell), 9m 1.4s, 79.85 m.p.h.; 2. Tojeiro 1.971 (F. C. Davis), 9m 2.4s; 3. Frazer-Nash 1.971 (C. A. B. Brooks), 9m 6s. **Over 3,000 c.c.: 1. H.W.H. 3,442 (O. Moore), 9m 25s, 76.75 m.p.h.; 2. Jaguar XK120 3,442 (M. W. Head), 9m 25.4s; 3. Jaguar XK120 3,442 (J. A. Keeling), 9m 47.2s.**
Handicap races (5 laps each).
Classed cars: 1. Dyna-Panhard 745 (L. Potter), 2m 47s handicap, 12m 24s, 58.15 m.p.h.; 2. Riley saloon 2,445 (G. H. Grace), 1m 16s, 12m 24.2s; 3. Aston Martin DB2 2,560 (P. A. Everard), 12m 33.6s. **(B):** 1. R.W.G. 1,090 (R. Watling-Greenwood), 9m 52s, 11m 20.8s, 69.50 m.p.h.; 2. Riley 1,099 (E. W. Cuff Miller), 1m 00s, 11m 25.2s; 3. Lotus 1,098 (A. J. Currie), 9m 52s, 11m 32.2s. **(C):** 1. M.G. 1,250 (A. B. Larky), 1m 45s, 10m 32.6s, 65.51 m.p.h.; 2. Lotus 1,099 (P. A. Desoutter), 1m 11s, 10m 58.2s; 3. M.G. 1,467 (E. C. C. Harewood), 9m 58s, 11m 1.6s. **(D):** 1. M.G. 1,500 (A. H. Girdle), 1m 55s, 10m 58.2s, 68.25 m.p.h.; 2. Aston Martin DB2 2,560 (P. A. Everard), 1m 00s, 11m 1.8s; 3. Healey 2,445 (D. H. Sessions), 9m 58s, 11m 12.6s. **(E):** 1. Bugatti 3,257 (R. C. Symonds), 9m 57s, 10m 58.8s, 74.66 m.p.h.; 2. Healey 2,445 (D. H. Sessions), 9m 57s, 10m 52s; 3. Jaguar XK120 3,442 (M. W. Head), 9m 15s, 11m 1.6s. **(F):** 1. Bentley 2,996 (P. J. Morgan), 2m 49s, 11m 45s, 61.27 m.p.h.; 2. M.O. 1,250 (M. R. G. Llewellyn), 1m 28s, 11m 56.4s; 3. M.O. 1,250 (T. A. M. Pigott), 1m 28s, 11m 56.8s.

"The Autocar" READERS' SERVICE

"Pumping" Brakes

My car has hydraulic brakes and although I have bled the system three times, fitted new rubbers to the master cylinder, and fitted a new connector rubber I still have to "pump" to get full braking pressure. Is there any simple test that will show where air is leaking into the system?

Shefford, Bedfordshire.

C. E.

IT is a common fallacy that the need for "pumping" the brake pedal is indicative of air in the system; in fact, the need to "pump" the pedal to get full braking power can mean only that there is insufficient fluid in the system, and that several strokes of the master piston are necessary to build up the pressure. The presence of air in the pipe-lines is evidenced, not by excessive free travel of the pedal, but rather by a feeling of sponginess.

Instead of checking round for air leaks it would be better to check the springs in the master cylinder, particularly those which control the check valves. The check valves are designed to maintain a positive pressure in all the pipes, so that if any leakage were present fluid would be ejected rather than air drawn in. It is also necessary to check that the master cylinder piston is going back against its stop, otherwise the recuperating port will not be uncovered, and the master cylinder will be only partially filled.

Running-in on Gas

I am interested in finding out details of the technique of using coal gas in a car engine for running-in purposes, and thought you might be able to help me.

Leeds.

W. S. G.

A TOWN gas supply is quite often used as a fuel for running-in purposes. In some cases the attachment is fixed on to the outside of the carburettor, or the carburettor is removed and the gas and air fed into a mixing chamber with a valve regulator to control the gas supply, and there is also a non-return valve in the supply line.

Some gas boards supply these fittings, so in the first instance you should contact your local gas company.

Austin Seven Tuning

I am considering fitting twin S.U. carburettors to my 1932 Austin Seven, which has the old-type manifold with the separate cast alloy U-piece carrying a downdraught carburettor. I thought I might remove this carburettor and bolt on S.U. in place of each arm directly on to the exhaust manifold.

D. A.

Manchester, 9.

IT is not really wise to fit twin S.U. carburettors to this engine unless ultimate speed is the sole consideration, and unless all the necessary steps have been taken to modify the rest of the intake system. This entails bigger inlet valves and enlarged ports, for the smallest S.U. obtainable would be much too big for the standard valves and ports.

With the engine in standard form you

would be better advised to fit the current replacement carburettor, which is a very great advance over the original component; it will elicit all the power which the standard engine is capable of developing. This conversion costs £6 10s, less £1 for the old unit.

Oil Starvation

My car works properly when the oil level is right up to the full mark, but as soon as it drops a little the oil pressure disappears. Pressure is normal when the sump is topped up. The engine was completely overhauled not long ago and the bearings, and so on, were examined. When this trouble occurs it cannot be "cured" by letting the car stand for a time.

G. H. F.

Portsmouth.

IT would seem that the trouble is caused by oil starvation, and the intake side of the oil pump should be examined. Make certain that there is not a leak in the pipe from the filter to the pump. This leak could easily be submerged when the oil level is at the full mark on the dipstick, but open when the oil is at a lower level.

Windtone Horns

I have purchased two Lucas Windtone horns (6-volt) and wish to fit them to my 1946 Vauxhall Ten. As I wish to make a good job of this, I would be very much obliged if you could supply me with some information on the subject.

Royston, Hertfordshire. A. W. J. B.

BEAR in mind when fitting Windtone horns the extremely heavy discharge they demand, and this, of course, is more pronounced in the case of a 6-volt set than it is with a 12-volt system. It is very necessary to ensure that the wiring is heavy enough, and nothing lighter than 70-36 cable should be used throughout, or voltage drop and overheating will result. Also, it is necessary to use a relay, or solenoid-operated switch, to operate the horns, for the contacts of an ordinary horn push would not carry the load. The relay unit is a special Lucas fitting, and should have been obtained when the horns were bought.

Centrifugal Advance

I have had a new distributor fitted to my 1938 Rover Ten and I find that the performance is inferior compared with when it was fitted with the old distributor. I have lost 15 m.p.h. up a local hill and acceleration is very poor. The ignition is precisely, according to maker's instructions, and the distributor manufacturers have verified that the component is the correct one. Everything seems to be in order, but I should like your comments on this fault.

R. L. J. T.

Folkestone, Kent.

IT appears obvious from your description of the trouble that the centrifugal advance is at fault. The likely causes are

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Queries should not be submitted which are the normal business of manufacturers' service departments

general stiffness of the weight pivots and cam pins, incorrect return springs, or hardened grease on the cam spindle causing sluggish operation.

Really, the complete unit should be run up on a radial spark test rig, and the advance curve plotted, and this should be checked with the maker's recommended advance curve, when the cause of the trouble should be immediately obvious. The ultimate advance, in flywheel degrees, is 45-54 degrees. Theoretical timing is 11 degrees b.t.d.c. Does the new distributor's direction of rotation match that of the engine?

Elusive Oil Pressure

I recently purchased a 1946 2-litre car and at once had the engine completely reconditioned. New bearings, thrust pads, and so on, were fitted, and the engine was run-in very carefully. Oil pressure is the correct 40 lb at about 50 m.p.h., but over 60 m.p.h. it falls to 25 lb. A new oil pump has now been fitted, new filters, and a new relief valve—and the oil pipes have been carefully checked for leaks. All bearing clearances have been measured again. Can you suggest any possible cause of the pressure drop?

London, E.C.1.

G. P.

ALTHOUGH the engine has been extensively reconditioned and many new bearings have been fitted, have the camshaft bearings been checked? They are sometimes the elusive cause of low oil pressure.

Double Dipping

Having bought a 1939 Vauxhall Twelve I should like to convert the head lamps from the "dip-and-switch" system to the current double dipping. Is this a difficult task?

Walsall, Staffordshire. F. W. W.

IT is possible to convert the head lamps on your car to the double-dipping system. It is necessary to purchase adaptor rims and sealed-beam units from a Lucas agent, and only slight attention is necessary to the wiring circuit.

The double dipping is effected by means of two-filament bulbs, and it is necessary to use the existing dipper switch to turn the current from one filament to the other. The main head lamp wire can be left in position on the dipper switch, and leads should be taken in duplicate from the other two terminals to the two head lamp bulbs. Once the sealed beam units have been purchased, the conversion is very simple and inexpensive.

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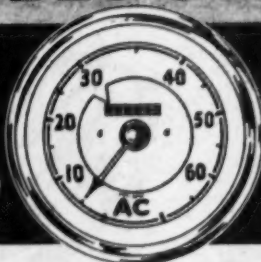


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THE SPORT

by
J. A. Cooper

A. Owen (Skinner Special) accelerates away from Radio Corner during the Jersey M.C. and L.C.C. Bouley Bay hill-climb, watched by a section of the large crowd.



SPA 24-HOURS • MONTE MODS • PORTUGUESE G.P.

IN spite of the eventual lack of entries from many of the leading manufacturers, the Belgian 24-hour race proved interesting and instructive. Ferrari was in a way lucky to win; although the lone Alfa Romeo, the only real challenger, went out quite early in the race, the Ferraris suffered mechanical failures and only the one car was still running at the finish. The privately owned C-type Jaguar driven by Sir James Scott-Douglas and Guy Gale had a very good run to finish in second place—an excellent performance by these two enthusiastic amateur drivers.

It is obvious that the handicapping system favoured the smaller cars to an unreasonable extent, as the race-winning Ferrari finished well down in the list and the Jaguar did not complete its set minimum distance. Nevertheless, the Dyna Panhard performance was outstandingly good and the average speed high.

The next long-distance sports car race will be the nine-hour Goodwood event, in which the works-entered Jaguars and Aston Martins will be matched against privately entered Ferraris and a 3-litre Gordini. Alfa Romeo and Ferrari are reputed to be saving their energies for the 1,000-kilometre race at the Nurburgring at the end of August; and finally, of course, comes the T.T. at Dundrod on September 5, which, it is hoped, will prove a real international battle in the sports car field.

THERE seems to be no time of year when the Monte Carlo Rally is not

current news; most enthusiasts are either talking of the one just over, or planning for the next. The fact that the ancient city of Athens has now been included—for the first time since the recent war—in the list of starting places, reminds one of the tradition behind this event. The eight starting points are Athens, Glasgow, Lisbon, Monte Carlo, Munich, Oslo, Palermo and Stockholm. The route from Athens joins those from the other starting points at Valence, via Turin, the Col de Montgenève, Briançon and Grenoble. Competitors starting from Lisbon will find the going tougher than last year; they will travel to Toulouse via Tarbes, and then on to Figeac, Gueret, Orléans and Paris, where they link up with those on other itineraries. Drivers are also being allowed less time for their journey to Gap; the minimum average speed required has been increased from 50 k.p.h. to 55 k.p.h. (34.18 m.p.h.), the maximum remaining at 65 k.p.h. This should make the navigators' task even more interesting.

The last section, between Gap and Monte Carlo, will be divided into four sections and run as a regularity test in itself. Each competitor must decide what speed he is going to average (between 50 and 65 k.p.h.) over these sections; the second section, consisting almost exclusively of the Col des Lecques, will be the master one, the remainder having to be covered at the same average speed. Penalty marks will then be incurred according to a formula, involving both the chosen speed (the higher it is the fewer the penalty marks, naturally) and the variations therefrom—and all when competitors are tired after two days and three nights of motoring!

AFTER a rest day at the Principality, the first 100 competitors take part in a speed test, covering a few laps of the road circuit used for the Monaco Grand Prix.

Another new idea is the inclusion of a hill-climb from La Turbie to Mont-Agel Golf Course; this is restricted to competitors in the Rally, but its result will not count towards the general classification. A printed leaflet giving some of the more important details of next year's Monte is now available from the Commission Sportive, International Sporting Club, Monte Carlo.

THE Jubilee G.P. of Portugal, run at Lisbon last Sunday, resulted in a win for Felice Bonetto in one of the new competition Lancias, with the Jaguar XK120 of Stirling Moss in second place; Peter Whitehead, in another Jaguar, finished sixth. In the 2-litre class, the first two places were taken by Kiefts of the Monkey Stable, driven by J. C. C. Mayers and T. Line respectively; the Veritas of O. Karch was third. Unfortunately, Gonzalez crashed his Lancia in practice; although apparently not seriously hurt, he was taken to hospital for observation.

RESULT (race distance 168 miles, 50 laps of 3.36-mile circuit).

1, Lancia 2,900 (F. Bonetto), 2h 2m 54s, 83.51 m.p.h.; 2, Jaguar 3,442 (S. Moss), 49 laps in 2h 3m 0s; 3, Ferrari 2,700 (J. Nogueira Pinto), 49, 2h 5m 7s.

Fastest lap: Bonetto, 84.50 m.p.h.

AND now for Bank Holiday weekend, with all its varied attractions. On Saturday (tomorrow), the Bentley D.C. holds its Silverstone race meeting while the West Essex C.C. have a club meeting at Snetterton; down in Cornwall, the race meeting at Davidstow, near Launceston, should be of a high order, as many well-known drivers are taking part. First race here is 2.30 p.m., admission 5s and car park the same amount.

On Bank Holiday Monday itself, there are the Bristol M.C. and L.C.C. meeting at Thruxton and the Half-Litre C.C. international Brands Hatch meeting.

THE SPORT

continued

Both of these have very good entries, and are well worth seeing; Thruxton is near Andover, in Hampshire, and Brands Hatch on the main A20 road between London and Maidstone. In addition, the West Cornwall M.C. have their Trengwainton hill climb, near Penzance, on this day.

On Sunday the German Grand Prix is scheduled to take place at the Nurburgring, and it will be interesting to see how the Ferrari-Maserati struggle progresses. Both teams are to be present in full strength, as at Silverstone; the works Gordini and Connaughts will also be there, together with a variety of German A.F.M., B.M.W. and Veritas entries, the Cooper-Bristols of Alan Brown, Rodney Nuckey and Helmut Glockler, and—if it is ready—a new Cooper with modified 2-litre XK100 Jaguar engine, to be driven by Stirling Moss. Interesting!



IN the formula 2 race at Aix-les-Bains in France, last Sunday, John Heath had some reward for his efforts with H.W.M.s this year, for the three cars of the team finished third, fifth and eighth in the hands of Macklin, Giraud-Cabantous and Collins. John Fitch drove a Cooper-Bristol into fourth place; the race (run in two heats) was a struggle between the Osca of Elie Bayol and Louis Rosier's Ferrari, the former gaining his first victory with this car. The Osca, of course, is the present production of the Maserati brothers, who sold out their interests in the original firm of Maserati some time ago.

RESULT (race distance 140.13 miles)
1. Osca 1.988 (E. Bayol), 2h 22m 4s, 62.67 m.p.h.; 2. Ferrari 1.980 (L. Rosier); 3. H.W.M. 1.960 (L. Macklin); 4. Cooper-Bristol 1.971 (J. Fitch); 5. H.W.M. 1.960 (Y. Giraud-Cabantous).



WITH the unfortunate death of W. R. Baird the well-known Ulster racing driver, as a result of a crash while practising with his Ferrari for last Saturday's Snetterton meeting, motor racing in Britain has lost one of its keenest en-

thusiasts. Bobby Baird had come into racing in a big way in the last few years, trying very hard against many difficulties, and had developed into a very competent driver. Some five years ago he was competing with a fast M.G. K3 Magnette; then came his ownership of the old Duesenberg, and the subsequent use of its engine in an Emeryson chassis. Later still, Baird owned and raced 4CL and 4CLT Maseratis, while the Baird-Griffin special was also built for him. Recently



The late W. R. Baird.

he had been seen at the wheel of Ferrari cars, a formula 2 racing machine and both 2.7-litre and 4.1-litre sports versions gracing his stable.

Coming from Belfast, W. R. Baird was 41 years old, and in private life the managing director of the company owning the Belfast Telegraph.

Incidentally, readers will appreciate that the article on pages 144-147, in which he is mentioned, closed for press before the accident occurred.



SO Goldie Gardner, never content to rest on his already considerable record-breaking laurels, is going to have another go with his famous streamlined M.G., this time on the Jabbeke motor road in Belgium in September. The records under fire this time are the flying kilometre and flying mile in international class E (1,501-2,000 c.c.), which were taken away from him by Taruffi's Maserati-engined Italcora over a year ago; they stand now at 185.41 and 185.30 m.p.h. respectively. For this attempt, the M.G. will be fitted with a modified M.G. TD engine, bored out to 1,517 c.c. and fitted with a Shorrock supercharger blowing at 26 lb per sq in. Something in the 200 m.p.h. region is confidently expected to result.



THE Wakefield Trophy race will be run this year on September 12. The venue is the 4.94-mile Curragh circuit, County Kildare; the race covers 30 laps. As in previous years, it will be run on a handicap basis, with a scratch race incorporated within the main event, and additional awards for the fastest unsupercharged car up to 2,000 c.c. and 1,500 c.c. The winner of the scratch race is awarded the Wakefield Trophy and £100, and the O'Boyle Trophy and £100 go to the winner of the handicap race. Competitors are handicapped by the organizers, the

Irish Motor Racing Club, according to the capabilities of the driver and car. Last year's outright winner was a Scotsman, I. M. M. Stewart, driving a Jaguar XK120; the year before, Stirling Moss, in a 1,960 c.c. H.W.M., took first place.

Competitors are eligible to win both the handicap and scratch awards, except where specifically stated otherwise in the supplementary regulations. The organizing club is arranging the accommodation of visiting teams free of charge at the circuit. Official practice periods are on Thursday and Friday, September 10 and 11; the race starts at 3.45 p.m. on the Saturday. Entries close at 6 p.m. on Monday, August 24; these should be sent to the secretary of the meeting, T. J. Duffy, Irish Motor Racing Club, 37, Exchequer Street, Dublin.

CLUB NEWS

Midland A.C.—Members' day at Shelsley on Saturday (July 25) was somewhat damped by the weather, as were competitors and officials alike—but it was all very good fun. There was a climb of the famous hill and various gymkhana events, a novelty being a Highway Code test, in which competitors were supposed to be making an emergency call at a chemist's shop at midnight. The "shop" was on a bend near a cross-roads, and various vehicles were so parked that the only suitable place to stop while collecting the prescription was between two vehicles. It is sad to relate that there were many transgressions of the Highway Code.

In the hill-climb, L.T.D. was made by J. Berry's Bugatti, in 50.6s, a good time in view of the weather. Class winners were Berry, A. E. Marsh (Dellow), H. Sutcliffe (Porsche), J. Moore (Morgan), and J. Williamson (Bentley); the latter carried off the Vintage class award. In the gymkhana events, J. Holden, with his Austin Seven, won the Highway Code event, J. P. Harper was best at blindfold driving in his Ford Anglia, and D. O'M. Taylor was slickest at reversing in a narrow lane in his Jaguar XK120. Marsh, in the Dellow, scored in the garaging and kerbside parking tests.

Wolsley Hornet Special Club.—This club, with a membership of nearly 200, has three centres—London, Midland and Northern; there is a monthly meeting in each area. Honorary secretary is J. L. McArthur, 3, The Bungalows, Hook Road, Ampfield, near Romsey, Hampshire.

Grimsby M.C.—Results of the car sports meeting on July 11 are as follows:

Open class: 1. M.G. (A. Disney); 2. Fraser-Nash (G. Petchell); 3. Triumph (F. E. Potter). **Closed:** 1. Austin (G. Petchell); 2. Ford (R. Hammond).

A.C. Owners' Club.—Non-members are invited to compete in the annual point-to-point run, on August 30. The course covers about 120 miles; there are no rough-going sections, for either the chassis or the competitors. Accurate six-figure map-reading is essential to those seeking success, but competition licences are not required. Details and entry forms from G. R. Grigs, honorary secretary, 72, Redcliffe Gardens, London, S.W.10.

Cornwall M.R.A.—Davidstow circuit is now on the motor racing map; the first event at this venue was held at Whitsun, and attended by a large crowd of spectators. On Saturday, August 1, there will be a follow-up. The Cornwall Motor Racing Association was formed at the beginning of this year by a band of enthusiasts from the Cornwall Vintage and Plymouth motor clubs, to encourage the art of motor racing in their corner of England. There is already a good entry—over 70—for tomorrow's meeting, which has a programme catering for formula 3 and sports cars. Don Parker, Eric Brandon and Les Leaton have entered in the "five-hundred" event. Davidstow circuit

COMING SHORTLY

AUGUST 1.—West Essex C.C. Closed race meeting, Snetterton circuit, near Thetford, Norfolk, 1.30 p.m.

1.—Bentley D.C. Race meeting, Silverstone, Northamptonshire, 11.30 a.m.

1.—Cornwall M.R.A. Race meeting, Davidstow circuit, near Launceston, East Cornwall, 2.30 p.m.

2.—German Grand Prix, Nurburgring, Germany.

2.—Calabria sports car race, Italy.

3.—West Cornwall M.C. Hill-climb, Trengwainton, Madron, near Penzance, Cornwall, 2.30 p.m.

3.—Bristol M.C. and L.C.C. National car race meeting, Thruxton circuit, Thruxton, near Andover, Hampshire, 12.30 p.m.

3.—Half-Litre C.C. Race meeting, Brands Hatch, near Fawcett, Kent, 2 p.m.

5.—West Essex C.C. Film show, Three Jolly Wheelers, Woodford Bridge, Essex, 8.15 p.m.

8.—Ulster A.C. Hill-climb, Craigantlet, Co. Down.

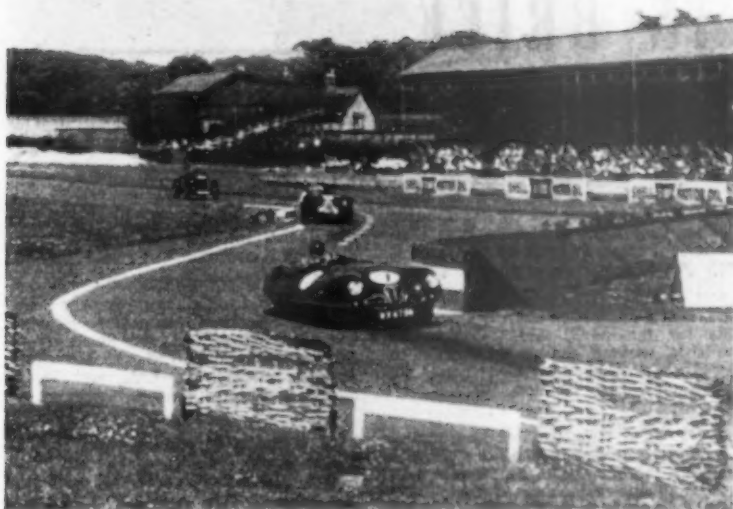
8.—Mid-Cheshire M.C. Members' meeting, Oulton Park, near Tarporley, Cheshire, 2 p.m.

8.—Nottingham S.C.C. Race meeting, Silverstone, Northamptonshire.

8.—Hants and Berks M.C. Speed hill-climb, Great Aulcum, Burghfield Common, near Reading, Berkshire, 2.30 p.m.

9.—Freiburg hill-climb, Germany.

9.—Sables d'Olonne formula 2 race, France.



A "disco volante" at Goodwood! But not an Alfa Romeo; the car is J. Riseley-Prichard's Riley-engined Cooper, competing in the B.A.R.C. members' meeting at the Sussex circuit last Saturday.

CLUB NEWS continued

has two long straights, and includes an acute hairpin and a wiggle-wobble chicane; it is situated in North Cornwall, near Launceston. Although cars may not be parked adjacent to the circuit, there is a large car park. Visibility from the grandstands and spectators' enclosures is excellent. Admission charges: enclosure tickets 5s each; grandstands 10s per person; transfer to pit and paddock enclosure 10s per person. Advance bookings may be made through C.M.R., Ltd., Sherwell House, Tavistock Road, Plymouth.

Rhyl and D. M.C.—Covering about 160 miles, of which only 20 were on main roads, the Coronation Rally was run on the night of July 11-12. By half distance, every competitor was very short of time, and there was no need to use the results of the eliminating test arranged en route. Winner of the premier award and first in his class was A. H. Rutt, in a Jowett Javelin, who lost one mark only.

Worcestershire M.C.—A very successful treasure hunt was organized on Sunday, July 19, by J. Phillips, the club's energetic social secretary. Winner was Alec Randall in a Sunbeam-Talbot. Mrs. G. H. Goodall, wife of the president, presented the prize at the Elms Hotel, Abberley, where members and friends had a tea party.

West Essex C.C.—There will be a Vauxhall Motor Company film show in colour on Wednesday, August 5, starting at 8.15 p.m. Venue is the Three Jolly Wheelers, Woodford Bridge, Essex.

East Anglian M.C.—The sprint meeting was held in pouring rain on July 12. While this necessarily reduced speeds, it did not in any way lessen competition between the drivers. The entry varied from the normal family saloon to such thoroughbreds as W. T. Smith's Jaguar XK120, A. C. Westwood's Healey, and Bill Jacobs' Allard. For the first half of the meeting, competitors had to cover at speed the course of 1,500 yards, shaped like the letter D; good times were made by Smith, Westwood, and E. S. Ridley, in a 1½-litre M.G. The second half comprised a standing start quarter-mile sprint; Smith's Jaguar was again supreme, and Westwood—one second behind—was runner-up.

Class winners: up to 1,250 c.c.: I. M.O. TD (P. E. Still); 2. Austin (L. D. Brook). 1,251 to 2,000 c.c.: 1. M.G. 1½-litre (E. S. Ridley); 2. Len Francis (P. Harrap). Over 2,000 c.c.: 1. Jaguar XK120 (W. T. Smith); 2. Healey (A. C. Westwood).

Vintage S.C.C.—The Vintage Prescott will be held this year on August 30. Classes cater for sports and racing cars; up to 750 c.c., 751 to 1,100 c.c., 1,101 to 1,500 c.c.,

1,501 to 2,000 c.c., 2,001 to 3,000 c.c., over 3,000 c.c., sports cars up to 2,000 c.c. s, sports cars over 2,000 c.c. s, Edwardian cars (handicap). The premier award goes to the driver of a Vintage car who succeeds in making fastest time. The meeting is open only to Edwardian cars manufactured before December 31, 1915; vintage cars manufactured before January 1, 1931; historic racing cars manufactured before January 1, 1939; and cars accepted by the committee as thoroughbred cars. Time of start is 12.45 p.m. (Entries close August 13; T. W. Carson, Brook Cottage, Bishops Green, near Newbury, Berkshire.)

Sunbeam M.C.C.—On Sunday, September 6, there is a rally at Newlands Corner, near Guildford, Surrey, for veteran and vintage motor cycles and three-wheelers; a car class is included. Each driver may choose his own starting point; competitors check in at the arrival control at any time between 11 a.m. and 1 p.m. After the luncheon interval, at the Barn Café, Newlands Corner, the entry will be dispatched on a route covering two laps of a 15-mile circuit on public roads, with a time limit of one hour in which to complete the total distance of 30 miles. (Entries close August 21; entry forms from R. A. Little, Les Cotils, Holdfast Lane, Haslemere, Surrey.)

Sunbac.—The annual Sunbac Silverstone takes place on Saturday, September 5. Invited clubs are the Half-Litre, 750, Bristol, Bugatti, Aston Martin, Vintage S.C.C., and Midland M.E.C. Programme includes six-lap races for sports cars, divided into two classes, and special events for the 750 formula brigade, Jaguars, and M.G.s; there is also a six-lap race for sports cars using unsupercharged 1,172 c.c. Ford engines, and a six-lap handicap for all-comers. Formula 3 cars have one event, a ten-lap scratch race. Course to be used is the short club circuit, of 1,602 miles. Racing starts at 1 p.m. (Entries close August 22; J. D. Woodhouse, 106, Jockey Road, Sutton Coldfield.)

The Circle C.C.—A social event, entitled "Snakes and Ladders," will start at 6 p.m. from the Pantiles Tea Barn, Bagshot, Surrey, on August 16. (Mrs. W. Paul, Flat 2, 14, Hardwick Road, Eastbourne, Sussex.)

British Racing Motors Association.—This organization was first formed as a B.R.M. supporters club, in the far off days when enthusiastic people hoped that in this car Great Britain had a world beater. The association has now been reformed to support the cars under Mr. A. G. B. Owen's care. Premises have been moved to Kent House, Market Place, Oxford Circus, London, W.1.

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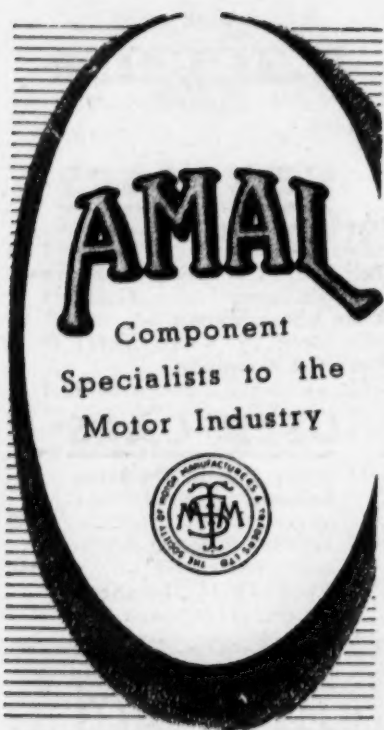
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"COUNTRY LIFE"

June 25, 1953.

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IN BRIEF

A Rover 75 saloon has won first prize in the coachwork competition at Scheveningen, Holland, for the fourth time since 1949.

A fellowship of £500 a year for three years has been granted by the Dunlop Rubber Co., Ltd., at Birmingham University, for research work on biosynthesis with special reference to rubber.

A Castrol lubrication chart is now available for the M.G. TD. Copies are available, without charge, on request to C. C. Wakefield and Co., Ltd., 46, Grosvenor Street, London, W.1.

J. Davy Car Hire, Ltd., of Kensington, London, recently held a cocktail party to celebrate the opening of a new reception office and the launching of their 1953 fleet of cars, which now numbers 350.

The tyre sales office of the North British Rubber Co., Ltd., located in recent years at Wolverhampton, is being transferred to the head office at Castle Mills, Edinburgh, 3. Mr. W. E. Crook is the tyre sales manager.

Mr. F. B. Dixon, formerly purchase manager for Briggs Motor Bodies, Ltd., has been appointed acting purchase manager by the Ford Motor Co., Ltd., of Dagenham. Mr. Dixon is remaining on the board of the Briggs company.

Mr. V. C. Beaumont, at present district manager of the Midland automotive division of the Vacuum Oil Co., Ltd., has completed 40 years' service with the company. Recently he has played a large part in the establishment of Mobilgas supplies in the Midlands.

Mr. John Ayres, at present managing director of Petters, Ltd., has been released from his service agreements with the Brush Group to enable him to become general manager and director of Simms Motor Units, Ltd. The change will take effect on October 1.

In the international Alpine Rally, Dunlop tyres were used on the Porsche cars which were first and second, and on the Ferrari which was third. The winning car was equipped with Champion sparking plugs, as was the Jaguar driven by Mr. Ian Appleyard, which won its class. The winner of the ladies' prize, Miss S. van Damm, also used Champion sparking plugs.

Mr. Herbert Robinson, chairman of Herbert Robinson, Ltd., Regent Street, Cambridge, died recently. He was 77, and had been ill for some months. He started his business life as a clerk in the Humber company in London, later building up the present Robinson firm which is a main Rootes Group distributor.

In honour of a special show week, W. J. Brown, Ltd. recently held a cocktail party at 339, Finchley Road, London, N.W.3. The walls were decorated for the occasion with paintings by Hamp-

stead artists. The company recently took over additional spacious premises near by in West Hampstead—at West End Lane, London, N.W.6.

Viscount Falmouth, C.I.E.E., M.I. Mech.E., has been re-elected president of the British Internal Combustion Engine Research Association.

Kennings, Ltd., are acquiring the shares of four associated companies, Freeman Oakes and Co., Ltd., of Sheffield; G. Mackay and Sons, Ltd., of Harrogate; Maudes of Norwich, Ltd.; and W. R. Saunders, Ltd., of Buxton.

At a recent meeting of the Scottish Motor Trade Association's general committee, Mr. James Frame was appointed non-retailer vice-president of the association for the coming year. At the same time Mr. Thomas Corrie was elected retailer vice-president.

Consolidated net profit for the Glacier Metal Co., Ltd., for the 12 months ended on February 28, was £138,610 (£246,349 previously). Profit before taxation was £270,649 (£492,176). The balance carried forward to this year was £35,223.

Mr. O. W. Elkin, sales manager of W. Harold Perry, Ltd., Westcliff-on-Sea, Essex, has been responsible for getting under way a successful employees' social club. It is backed by 100 members and the scope of its activities is commendably wide.

A number of new appointments has been made by the sales division of the Firestone Tyre and Rubber Co., Ltd. Mr. W. Young is now sales manager, Mr. C. G. Charlish is assistant sales manager, and Mr. H. J. Welton is sales supervisor, district offices. The Firestone company's sales director is Mr. F. A. Upperton.

Scholarships at the National College of Rubber Technology have been endowed by the British Tyre and Rubber Co., Ltd. They will be known as B.T.R. Scholarships. One will be awarded annually and each will be for three years, valued at £300 a year.

A brochure dealing with the techniques of vacuum coating to produce bright surfaces, on such components as lamp reflectors, has been issued by W. Edwards and Co. (London), Ltd., Worsley Bridge Road, Lower Sydenham, London, S.E.26. It is available to firms on request to the company.

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Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks:—

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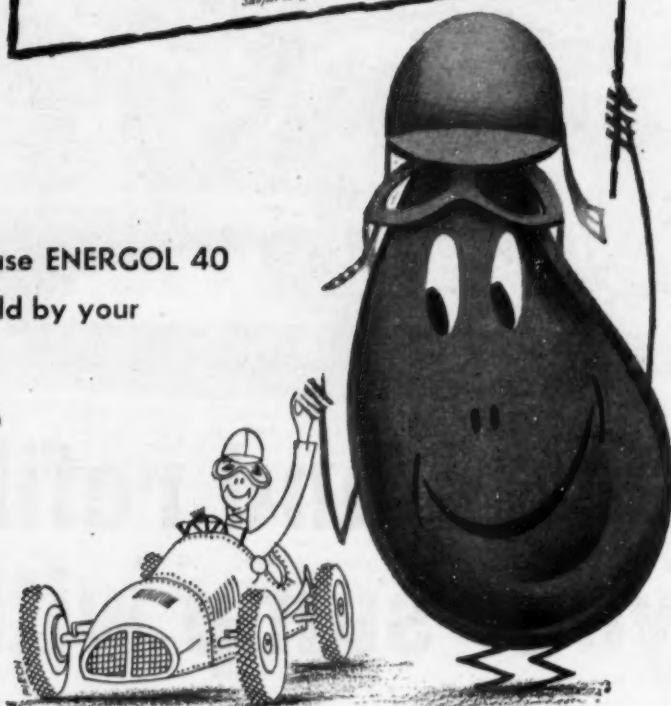
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—
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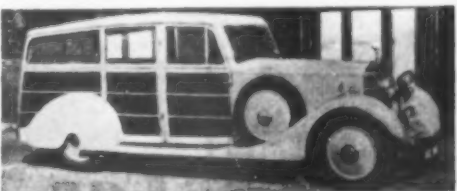
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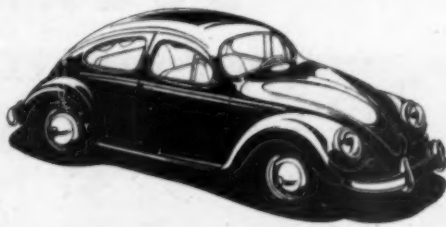
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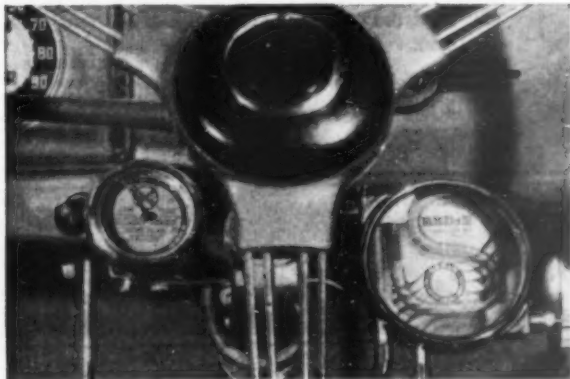
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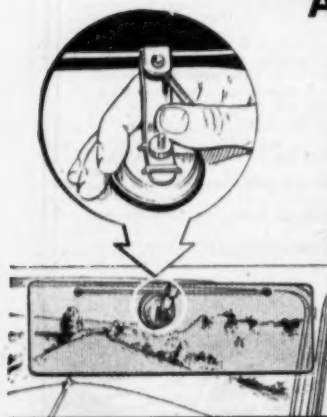
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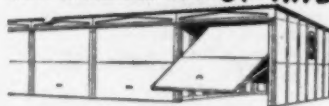
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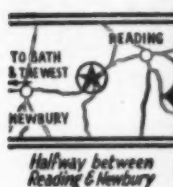
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'52 TRIUMPH Mayflower, grey, htr.....	£575
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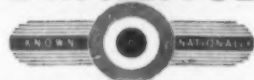
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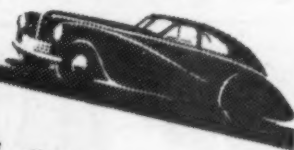
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A.O. d.h., black, two-seater, 1950, magnificent condition, carefully maintained; offers invited.—Elmbridge 7457. 7 p.m. (6753)

£395!!! A.C. 1939 16hp Greyhound sports saloon, opportunity to acquire real quality car; 3 months' guarantee; hire purchase, exchanges. L.A.M.B.S., Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

MAYFAIR GARAGES Ltd.—1949 2-litre sports saloon, grey, red leather, nominal mileage, carefully maintained, very smart car, in outstanding condition throughout, price £575.—Balderton St., (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5; open 9-6, Saturdays 9-1. (C3009)

A.O. Cars Wanted

B. J. HUNTER, Ltd.
FOR immediate purchase of your A.O.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Tel. Gladstone 6303. (W2040)

REQUIRED, good used A.C.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (C2000)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for A.C.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

H. F. EDWARDS urgently require good A.C. for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

ALFA-ROMEO

METCALFE & MUNDY, Ltd.

ALFA-ROMEO 2.3-litre special four-seater drop head coupe by Farina; this car has not been used since a complete engine overhaul by specialists, all new tyres, tartan loose covers; when run in this car should exceed 110mph with ease.—280, Brompton Rd., S.W.5, Frenchie 5471. (C2052)

1951 Model Alfa-Romeo, most attractive drop head coupe, by Farina, on the 2.3 chassis, beautiful condition, every extra low mileage, exceeds 110 mph with ease; offers to—R. S. Mead, Ltd., 42, Queen St., Maidenhead. (6217)

ALFA-ROMEO 1.750cc twin cam, Gran Turismo, 10 million series, 4-door sports saloon, red with grey leather, taxed and insured; £245.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. (C3049)

Alfa-Romeo Cars Wanted

BARTLETT—Alfa-Romeo Specialists.—27a, Pembroke Villas, W.11. (W1013)

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Alfa-Romeo.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd. spares and service for all Alfa-Romeo cars.—Brooklands Track Weybridge, Byfleet 530. (0214/R)

ALLARD

BOON & PORTER, Ltd.

1951 151 saloon, heater, one owner, 25,000 miles; £575.—Castleford, S.W.13 (by Hammersmith Bridge). Riverside 4444. (C1022)

SWANMORE GARAGE offer:

1953 Allard saloon, 3,000 miles only; exchanges or terms a pleasure.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe Bournemouth Tel. Southborne 43344. (C4024)

RICHARDS & CARR always best value.

£345—4-seater tourer 1948, recon. engine, good tyres, extra low mileage.
M2X four-seater drop head, 1952 model, excellent throughout; £675.
35—Kinnerton St., Wilton Place, London, S.W.1. London, S.W.1. Sloane 5424. (C3045)

SALES & WANTS

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MOTORISTS!

ACCOMMODATION—HOTELS
GUEST HOUSES, ETC. FOR
BUSINESS OR PLEASURE

See page 75

ALLARD

B. J. HUNTER, Ltd. offer:—

1952 Allard drop head coupe, very low mileage, fitted innumerable extras, including radio, heater, loose covers, etc., superlative condition throughout. £695. (C2019)

1950 Allard saloon, new tyres and reconditioned engine fitted; £625.

1949 Allard drop head coupe, late property of an enthusiast, really fine order throughout. £495. (C2019)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

1948 Allard four-seater drop head coupe, excellent chassis, good coachwork; £595. Finchley Rd., GARAGE SERVICE Co. Ltd. 1081 Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692. (C2019)

1950 Allard green saloon, heater, 21,000, reg. 2108. Nov., '49; £450.—Mill House, Farnham, 15523

£395!!! 1948 Allard 4-seater sports, replacement engine June this year, many extras, radio, wing mirrors, excellent mechanical order.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1949 Allard 4-seater coupe, in first-class order, body resprayed, new engine, clutch and hood fitted; £450.—D. McIntosh & Sons The Garage, Errol, Perthshire. (6097)

£495!!!—1949 model Allard sports saloon, late titled owner, in magnificent condition; the cheapest and best sports saloon ever offered; 3 months' guarantee; hire purchase exchanges.

L.A.M.B.S. Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground.) (C2052)

325gns.—Allard 1948 sports 2-seater, grey, grey leather, very good condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (W4018/R)

1952 Allard P1 saloon, 1st regd. 51.10.51, grey with grey leather, heater, very carefully used, low mileage, in excellent condition; £695, exchanges considered; hire purchase arranged.—Herbert Robinson, Ltd., Cambridge. Tel. 4461. (C3053)

J2 1951, exceptional opportunity to purchase actual works and road test sports 2-seater, completely rebuilt by manufacturers, about 6 months ago, Mercury-Ardun, Alfins, All-weather equipment, new tyres, taxed; £665; terms arranged, engineer's report, consider exchanges with cash for modified XK120—45, Victoria Rd., Central Station, Worthing 4655. Evening Hove 5905. (6748)

ALLARD 4-seater, late 47 with unique coach-built semi-saloon hardtop, in really beautiful condition, new engine under 4,000 miles, gear box recently overhauled by makers, everything in top-top condition, over 22m.p.g., ideal for all-weather high-speed touring, photographs available, can call practically anywhere for inspection and trial, owner posted overseas; best offer over 400gns; don't commit yourself to any other car until you've seen this—Box 8780. (6026)

1949 Allard 71K roadster, fitted roomy coachbuilt 2-seater body by old-established body builders and in our opinion one of the most beautifully finished vehicles available; in fact, the modern equivalent of old-time craftsmanship incorporating a large boat with exterior lid, new grey tailored hood and excellently fitting side-screens, cellulosed in metal-scent grey with wings piped in red, red hide upholstery and leather bound carpets to match, unworn tyres, works reconditioned engine fitted 9,000 miles ago as owner, who was a perfectionist, preferred this to carrying out some necessary repairs, even at the moderate mileage of the car; specialities: sprung steering wheel, special stone-guards on rear wings, illuminated number plate incorporating stop, tail, reversing lights, electric clock with second hand, racing hand brake, remote control gear box; this car is really faultless mechanically, free of any blemish on the coachwork and open to the most minute examination and thorough trial; £475 or exchange.—Oxb, 52, Harley House, London, N.W.1, Welbeck 9545. (C1086)

Allard Cars Wanted

ROWLAND SMITH'S the Car Buyers.—Highest cash prices for Allard.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Allard Cars Wanted
B. J. HUNTER, Ltd.
 FOR immediate purchase of your Allard.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 8303. [W2046]
J2 wanted for cash.—Valentine 2098 or 4674. [W3018]
ALLARD in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]
REALLY good second-hand Allard required.—Cobb, 30, Harley House, N.W.1. [W1086]
PERFORMANCE CARS urgently require Allard.—Great West Rd., Brentford, Middlesex. [W2041]
RICHARDS & CARR, the best Allard buyers.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

ALVIS
TOM GARNER, Ltd., offer:—
1952 Alvis 3-litre saloon, black with red hide, heater, radio, many extras, 15,000 miles; £1,365.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]
BROOKLANDS, Alvis Distributors, new 3-litre.
1953 Alvis sports 2-seater, 750 miles.
1952 Alvis 3-litre saloon, 5,000 miles.
1951 Alvis 3-litre saloon, radio, heater.
1951 Alvis 3-litre drop head coupe, 10,000 miles.
ALVIS cars examined by distributors, saloons and coupes from £1,200.
BUY or sell your car at
103, New Bond St., London, W.1. Mayfair 8551-6. [C1029]
Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1948 T.A.14 drop head coupe in grey/maroon leather, two owners, £295.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston, Kin. 2241. [C4053]
ALVIS, 1948, Model Fourteen, green, good order.—Colshaw, Washdyke Hill, Nettleham, Lincoln. [6738]
PERFORMANCE CARS—Good selection always available, written guarantees.—See under "Sports Cars." [C3041/R]
1931 12/50 Alvis, new canvas hood, resprayed recently.—Denning, Delmonden Orange, Hawkhurst, Kent. [6463]
1250 Bigsot saloon body, £60 overhaul, excellent condition; offers to: Munro, Ansley Vicarage, Nuneaton, Warwickshire. [6701]

ALVIS 12hp Firefly saloon, excellent condition, economical, fast, utterly reliable, body, engine overhauled; sacrifice £135.—125, Kings Rd., Fleet, Hants. [6734]
ROYB offer 1938 Alvis 12/70 sports saloon; £325; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3050]
1948 Alvis shooting brake 14hp, 4-door and drop tailboard, ash body, taxed; bargain. £425; terms.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [6557]
525 engine.—Alvis 14 (November, 1947) 4-door 5-seater shooting brake, fawn leather, glass all round, removable rear seating, radio, heater, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

ALVIS Cars Wanted
ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Alvis.—Hampstead (Tube) W4018/R. Ham. 6041.
CARR'S MOTOR MART require carefully used Alvis.—Euston 4110 and 5323. [W1040]
REQUIRED, good used Alvis.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]
PERFORMANCE CARS urgently require 'Alvis'—Great West Rd., Brentford, Middlesex. [W2041]
URGENTLY required, 1939 Alvis Speed 25; must be in perfect condition and reasonable price.—Penarth, Pickhurst Lane, West Wickham, Kent. Ravensbourne 0254. [6731]

H. F. EDWARDS urgently require good Alvis for immediate cash; distance no object; details please to—38, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]
CHARLES POLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1, Mayfair 6266. Service Works and Stores; Barnsdale Yard off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590/R]

ALVIS Spares and Service
ALVIS, Ltd., Service Station, 833, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams, Alviscar Gold London.
WD at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501 Grams, Alvis, Coventry. [0951/R]
CHARLES POLLETT, Ltd., Alvis specialists.
SHOWROOMS: 19, Berkeley St., W.1. Mayfair 6266.
SPARE PARTS.
SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591/R]

Alvis Spares and Service
MANCHESTER—Alvis repairers and spares, main agents.
FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874/5. [0653/R]
KINGSTON-ON-THAMES—Alvis sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241-2. [64053/R]
LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4060), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0389/R]

AMERICAN CARS
SIMPSON'S offer:—
RHD 1949 Ford Customs 4-door, fitted with all extras, colour black.
RHD 1949 Studebaker Regal saloon, 4-door, fitted with all extras, colour black.
1951 Cadillac Hydramatic 4-door, fitted with radio, heater, and all extras, colour black.
1949 Buick saloon, 2-door, fitted with radio, heater and all extras, colour black.
1952 Chevrolet saloon, 2-door, fitted with all extras, colour pastel green.
1951 Chevrolet de luxe saloon, 4-door, fitted with radio, heater and seat covers, colour black.
1949 Ford Customs 2-door, fitted with radio, heater and all extras, colour black; choice of 4, 1949-53.
1951 Kaiser, Henry J., fitted with all extras, colour maroon and cream.
1951 Pontiac saloon, 2-door, fitted with radio, heater and seat covers, colour blue.
1952 Studebaker Champion saloon, 4-door, fitted with radio, heater and seat covers, colour pastel green.
1950 Nash Ambassador Customs, hydramatic, fitted with radio, heater and all extras, colour black.
1950 Chevrolet sedan, 4-door, fitted with heater and all extras, colour black.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), 345, High Rd., Wembley, Tel. Wembley 8691/3903. [C4015]

METCALFE & MUNDY, Ltd.
1950 Pontiac 8-cyl. de luxe saloon.
1948 Lincoln Continental saloon.
1948 Plymouth saloon.
1946 Lincoln saloon, r.h.d.
1939 Packard Super 8 club sedan.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [C3064]

CAMDEN MOTORS offer the following American cars:—
RHD Mercury 8 saloon, 1948.
RHD Studebaker Commander Land Cruiser 6-seater saloon with overdrive, 1947.
RHD American Ford V.8 1947.
1949 Buick super 8 saloon, very low mileage model.
1939 Chrysler Wimbledon drop head foursome coupe, overdrive, etc.
1939 Chrysler Royal 6-seater saloon.
1939 Hudson 16.9 drop head foursome coupe, radio, heater, etc.
FOR details write, call or 'phone:—

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 3041. Open till 8 p.m. [C1035]
JOE THOMPSON (MOTORS), Ltd., offer a selection of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [C4028]
CROSMORE sedan, post-war, but so far unregistered, mileage only 3851! The baby car of America, i.h.d., an absolute bargain at £275.
W. J. REYNOLDS (MOTORS), Ltd., Main Ford Dealers. We have a good stock of used cars of various makes.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (5 lines). [C3065]

1948 Studebaker Commander convertible, electric hood, overdrive, radio, hill-holder; blue with brown leather, 16,000 miles, one owner, as new; £1,250.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. [C2021]
1995—Kaiser-Fraser L.H.D. de luxe special traveller's saloon, probably the only one in Europe, registered 1951, literally brand new, seats 7 or the back opens for sleeping 2 or 3 and has a utility platform 8ft x 4ft, most unusual multi-purpose vehicle, photograph available.—Below
LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6321. (East Finchley Underground.) [C2052]

American Cars Wanted
ATTENTION!!
SIMPSON'S, The American Car Buyers, require all American cars.—Wembley 8691/3903. 345, High Rd., Wembley. [W4015/R]
POST-WAR American cars wanted.
REG. TIMMS (MOTORS), Ltd., 17-19, High St., Tootingdon, Beds. Tel. 31. [W4064]
FIXED head really good pre-war American coupe, cash waiting; private.—Amersham 227. [6396]
AMERICAN car wanted for cash.—Valentine 2098 or 4674. [W2018]
JOE THOMPSON (MOTORS), Ltd., buyers of American cars.—97, Fulham Rd., S.W.3. Kensington 4858. [W4028]

METCALFE & MUNDY, Ltd., will buy your American car.—280, Old Brompton Rd., S.W.5. Fremantle 5471. [W3064]
TAYLOR & CRAWLEY will buy low mileage luxury American cars at very good prices.—48, Kensington Court, W.8. Western 6015. [W4036]

American Cars Wanted
AMERICAN post-war car, 8-cyl., preferably Packard, wanted; must be in first-class condition, low mileage, immaculate, maintained; give full particulars, best price.—Box 8500. [6730]
BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 8588. [W1027]

ARMSTRONG SIDDELEY
P & J
PASS & JOYCE, Ltd. (London and district distributors), offer:—
1951 Armstrong Siddeley Whitley saloon, black; £975; one week's free trial, guaranteed; deferred terms available.
ARMSTRONG SIDDELEY estate cars, mounted on new standard ex-works 2.3-litre chassis, coachbuilt bodies in metal and polished hardwood, fully upholstered, disappearing bench seat to rear, load carrying floor area 6ft long x 4ft 6in wide, most attractive looking vehicles; demonstrations gladly arranged; also deferred terms if desired; 6 only available, price each £1,145, including purchase tax.—184, Gt. Portland St., W.1. Museum 1001. [C3059]

ARMSTRONG offer:—
1947 Armstrong Siddeley Hurricane coupe, black brown leather, complete with seat covers, heater, radio and taxed to end of year, beautifully kept; £650.
ARMSTRONG AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

CAR MART, Ltd.
1952 Armstrong Siddeley Hurricane coupe, heater, 14,000 miles; £950.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039]
TOM GARNER, Ltd., offer:—
1953 Armstrong Siddeley 2.3-litre Whitley saloon, grey with red upholstery, 2,000 miles only; £1,265.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

H. A. SAUNDERS, Ltd., offer:—
1949 Armstrong Siddeley Typhoon saloon, black with brown upholstery, heater, recorded mileage 24,900; £675.
836—842, High Rd., N.12. Hillside 5272 (8 lines). [C2027]

GUY SALMON AUTOMOBILES offer:—
1948 Armstrong Siddeley Typhoon saloon, grey and black/blue leather, an extremely good example; £588.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

1952 (Sept.) Armstrong Siddeley Whitley 2.3-litre saloon, one owner, 6,000 miles; £1,085.
RIPCO, Ltd. (Armstrongs purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2352/3/4. [C3062]
SAPPHIRE, new, mileage 300 only, list price plus cost of extras, available through illness.—Box 8896, [6378]

1947 Armstrong Typhoon, one private owner; £495.—Selborne, 82, Park St., W.1. May. 4733. [5740]

£450—1948 Armstrong Hurricane coupe, nice condition.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010]

£175—1936 17hp Armstrong Siddeley sports saloon.
La Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

1953 Armstrong Siddeley Hurricane coupe, 1,400 miles only, Regency loose covers, birch grey with blue leather, heater; £1,150.—Kenilworth 355 (Warwickshire). [6454]

1947 Armstrong Siddeley Hurricane coupe, black, new hood, director's car in excellent condition, maintained by makers, to be disposed of privately; £485.—Tel. Sloane 5467. [6461]

ARMSTRONG WHITLEY 1951 saloon, director's car, radio and heater, perfectly maintained, nominal mileage; £850.—Wheeler's (Newbury), Ltd., The Broadway, Newbury. Tel. 1020. [6663]

1949 Armstrong Siddeley 18hp Typhoon saloon, black with brown leather, self-change gear box; offered at a very attractive price; H.P. terms available.—Hamtune Motors, Ltd., 39, Sheep St., Northampton. Tel. 3616 [6491]

£335—The finest Armstrong 16 saloon de luxe we have had look at the bodywork, it's just as though it left the Motor Show, look at the leather work, it smells brand new, drive it, it's magnificent; choice also 3 other Armstrong 14s from £265; 3 months' guarantee; hire purchase, exchanges.
LAMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6321. (East Finchley Underground.) [C2052]

CAMDEN MOTORS for Armstrong Siddeleys—Lancaster 4-door saloon, March 1948, dark blue, blue leather, quite a low mileage car, unblemished appearance and in excellent mechanical order, usual extras; £575.
CAMDEN MOTORS for Armstrong Siddeleys—Also a Typhoon sports saloon, just resprayed in pastel grey.
CAMDEN MOTORS for Armstrong Siddeleys—Whitley 4-light saloon, 1951, fitted radio and heater, a most immaculate car in practically faultless order; £895.
CAMDEN MOTORS for Armstrong Siddeleys—Whitley saloon, 1952, virtually as new in every respect; £1,075.
CAMDEN MOTORS for Armstrong Siddeleys—Leighton Buzzard, Beds. Tel. 2041. Open till 6 p.m. Write for catalogue. [C1035]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ARMSTRONG SIDDELEY

1951 (July) Armstrong Siddeley Hurricane coupe, genuine mileage 16,000, one owner, taxed, colour beige with wine leather upholstery, indistinguishable from new; £775.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead 3451-2. [C3011]

1946 Hurricane, recellulosed navy blue, new hood, new manual gear box, not yet run in after complete engine overhaul, over £500 spent, beautiful condition, can be seen Liverpool, or Bournemouth first 2 weeks August; £550.—Write Box 8783. [6629]

1948 Armstrong Siddeley Typhoon, finished black with brown leather upholstery, heater, taxed to December, very carefully used throughout; £525.—Wadham Bros., Ltd., Automobile House, Banister Rd., Southampton. Tel. 2991—ext. 56. [6725]

LIMOUSINE, 18hp/1951, partition, forward occasionals, black, mileage 9,000, privately owned; £1,120. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Armstrong Siddeley Cars Wanted

C **THE CAR MART, Ltd.**, wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171/R]

R **ROWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Armstrong Siddeley.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

A **ARMSTRONG** in good condition for cash.—Tel. Valentine 2088 or 4674. [W2015]

C **ASS'S MOTOR MART** require carefully used Armstrong Siddeley.—Euston 4110 and 3523. [W1040]

M **ARESTON MOTOR CO., Ltd.**, for your Armstrong Siddeley.—Tel. 814, 8000, Seven Sisters Rd., Tottenham N.15. [0183/R]

H **F. EDWARDS** urgently require good Armstrong Siddeley for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

7-SEATER privately owned 1938/39 Limousines required also 18hp 1951/52—cash waiting. A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [W1006]

P **ASS & JOYCE, Ltd.**, London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385/R]

Armstrong Siddeley Spares and Service

A **RCOT ENGINEERING, Ltd.**

A **RMSTRONG SIDDELEY** owners, complete overhauls, service, 48 hours exchange engine service, prompt guaranteed work by specialists.

P **RESELECTOR** gear boxes; exchanges, reconditioning. Arcot Eng., Ltd., 169, Fulham Rd., Chelsea, S.W.3. Ken. 7501. [0644/R]

P **RESELECTOR** gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0782]

B **IRMINGHAM** joint distributors, spare parts from 1932.—Frank Moseley (A. & S.) Ltd., The Depot, Steward St., Birmingham, 18. Eds. 0916. [0548]

H **ENLVS, Ltd.**, Chesham Hill Rd., Manchester, 8, have large stocks of spares, reconditioning of cars and preslector gear boxes undertaken.—Tel. Deansgate 6216-7. [0602/R]

A **LARGE** stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors. Works: Hawley Crescent, Camden Town, Tel. Gul. 4141. [0760/R]

ASTON MARTIN

M **ETCALFE & MUNDY, Ltd.**

A **STON MARTIN DB**, specially prepared for the Spa 24 hours, terrific performance with very economical upkeep.—350, Old Brompton Rd., S.W.5. Frensham 5471. [C3064]

B **ROOKLANDS, Aston Martin Distributors.**

B **UY** or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

1953 (May) Aston Martin DB2 drop head coupe, fitted with Vantage engine, 2,500 miles only. See new.

C **RYLL WILLIAMS MOTORS, Ltd.**

A **STON Martin and Lagonda Distributors, Cleveland** St., Wolverhampton 24171-2. [16464]

1935 Aston Martin Mk II long chassis, above average condition.—Hillingdon Motors, Oxbridge 412. [C2062]

A **STON MARTIN 1934 Mk. II** short chassis tourer, smart car, excellent order; £300 o.n.o.—Godfrey Woodham Walter, Maldon, Essex. [6737]

B **ARTLETT**—Aston Martin 1939 series 2-seater drop head coupe, completely overhauled by world-famous engineer; £450.—27a, Pembroke Villas, W.11. [C1013]

A **STON MARTIN Mk. II 1½-litre 1934 4-str.**, long chassis, No. E4/429, silver grey with maroon hood, tonneau and upholstery, first-class performance and 27m p.g., very good tyres and batteries, spares; £250; inspection and trial by appointment only.—Jack Kingings 10, Regent Rd., Southport, Lancs. Tel. 6466. [6646]

Aston Martin Cars Wanted

R **OWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Aston Martin.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

A **STON MARTIN** cars wanted for cash, full details.—Friary Motors, Ltd. Old Windsor, Windsor 2002-3. [0197/R]

R **EQUIRED**, good used Aston Martin.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. [C2600]

F **RIARY MOTORS, Ltd.**

A **STON MARTIN** main dealers.

S **OLE** suppliers of spares for all Aston Martin cars produced up to 1940, specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0197/R]

AUSTIN SEVEN

1938 Austin Big 7, respayed black, very good condition throughout; £220. MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C5005]

A **USTIN 7 1930**, recond. eng. together with gear box, str. mtr.; £50.—Box 8753. [6528]

A **USTIN Seven 1936**; £125; one owner, excellent condition, private.—143, Woodlands Ave., Eastcote, Ruislip. Tel. Pinner 7788. [6487]

1938 Austin Big 7 4-door sun saloon, in good condition; £175.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062]

£115—Austin 7 Ruby saloon 1936, very good condition.—Wood, The Cleve, Rodbourne, Malmesbury, Wilt. Tel. Malmesbury 5200. [6606]

R **OYS** offer 1939 Austin Big 7 saloon, good; £150; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059]

R **OWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Austin 7.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN A30

A **USTIN A30 saloon**, genuine mileage 5,000, radio and heater, taxed, car quite unmarked and as new; £580.—Box 8790. [6673]

A **USTIN A30 saloon** (April) 1953, only 300 miles, as brand new, blue, fitted heater; £615, terms, exchanges.—West London Motors, 205, Fulham Palace Rd., W.6. Fulham 0056. [6699]

R **OWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Austin A30.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN EIGHT

1947 Austin 8 saloon, black, good condition; £345. MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [C3005]

1947 Austin 8 4-door saloon, black, good condition; £350.—Bowman Garage, Weybridge 126. [C1033]

1939 Austin 8 saloon, post-war type, sound; £245.—47, Oxhawth Cres., Bromley, Imperial 4043. [5725]

£295—Austin 8 1946 type, 40m p.g., perfect, seen evenings.—66, Musard Rd., Fulham, W.6. [6595]

1947 Austin 8 4-door de luxe saloon, one owner; £375.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [C2055]

A **USTIN 8, 1946, 4-dr.**, black, l.h.d., above av. cond.; £275.—5, Earls Court, Gerris Rd., Bournemouth 4999. [6560]

1947 Austin 8 4-door saloon; £389.—Ace of Spades, Great West Rd., Hounslow 5476. [C2051]

1946 Austin 8 sal., recent new engine; £335.—Smith & Hunter, Ltd., 575, Kensington High St., London, W.14. Tel. Western 2312. [C4019]

1946 Austin 8 saloon, one driver, impeccably kept, radio, reconditioned engine 4,000 miles, A.A. inspection welcomed; £365.—Tel. Curf. 4860, ex. 17. [6651]

1947 Austin 8 4-door de luxe saloon, black, brown leather, excellent condition, taxed year; £385.—Northways Garage, Swiss Cottage, N.W.3, Primrose 1127. [C3026]

325 gms.—Austin 8 late 1947 de luxe saloon, black, sliding head, brown leather, one owner, very good condition, terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

A **ustin Eight Cars Wanted**

C **THE CAR MART, Ltd.**, London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955/R]

R **EALLY** good second-hand Austin 8 required.—Cobb, 50 Harley House, N.W.1. [W1066]

R **OWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Austin 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

AUSTIN TEN

D **ICKES**

1940 Austin 10 saloon, same as post-war, a bargain; £235. DICKES CAR SALES, Ltd., 385-401 High Rd., Kilburn, Maida Vale 6888-9. [C1072]

1939 Austin 10 saloon, 56,000 miles only; £299.

1935/6 Austin 10 saloon; £165; 3 months' guarantee; terms and exchanges. JACK WILLIAMS MOTORS, Ltd., 169, Friary Rd., Hornsey Mountview 5228 and 5774. [C4054]

1947 Austin 10 saloon, excellent throughout; £425.—Autowork Ltd. Winchester. Tel. Winchester 4854. [C1010]

AUSTIN TEN

£395 Austin 10 1946 saloon, bodywork and interior almost unmarked, excellent mechanically; many others. BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50yds Holland Park Tube); exchanges, h.p. [C1017]

1938/9 Austin 10 saloon, respayed black, excellent condition; £270; no dealers.—10, Winsford Rd., S.E.6. For. 1080. [6727]

1935 (Sept.) open 2-str., really exceptional condition; £195.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

1946 (Sept.) Austin 10 utility, maroon, chrome, small mileage, exceptionally attractive condition; £350, bargain.—Hider, 110, Manor Ave., S.E.4. [6149]

1946 Austin 10 4-door saloon, black, brown leather, low mileage, carefully used, guaranteed; £425.—Kings Motors, 1, High St., Hounslow, Tel. 3532. [C2049]

£130—Most beautiful 1934 Austin 10 de luxe saloon, nothing to spend, any trial; also 1937, £175.—A.Z. Motors Palmerston Rd., N.W.4. Mal. 6723. [C1011]

£250—1946 (December) Austin 10 gown van, in excellent condition; £100 down. Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1064]

1947 Austin 10 saloon, one fastidious owner, black with brown leather, new condition any extra.—Seymour & Clements, Ltd., 36, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007]

N **AYLOR & ROOT**—1947 Austin 10 sun roof saloon, black/brown hide, excellent condition throughout; £395; written guarantee—25, East Hill, Clapham Junction, S.W.11. Batt. 2254. [C3022]

A **USTIN 10 1937 saloon**, new tyres, batteries, reconditioned engine recently, immaculate condition throughout, taxed year; £240.—Boasales, Exeter Parade, N.W.2. Gladstone 7416. [6053]

£249—1939 Austin 10, 4-door de luxe, choice of two.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yds Clapham South Tube). Batt. 1107-8-9. [C2024]

£435—Late 1947 Austin 10hp 4-door saloon de luxe, one owner, only since new and in original condition throughout, well maintained and regularly serviced; a nice car. CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

195 gms.—Austin 10 1937 Cambridge saloon, black, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Austin Ten Cars Wanted

C **THE CAR MART, Ltd.**, London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0955/R]

R **OWLAND SMITH'S, The Car Buyers.**—Highest cash prices for Austin 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

G **OOD** Austin 10 saloon urgently wanted.—Walter Scott, Ltd., 53, College Crescent, N.W.3. Pri. 5914. [W4006]

AUSTIN A40

A **CRES** offer.—

1952 Austin A40 saloon pastel green and brown leather, heater and radio, as brand new; £650.

1950 Austin A40 saloon, beige and brown leather, heater and radio, immaculate; £575.

A **CRES AUTOS, Ltd.**, 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909, And at 10 & 11, Asot Parade, Clapham Park Rd., S.W.4. Tel. Macculay 2211-2. [C1002]

C **AR MART, Ltd.**

L **ONDON Distributors.**

1953 Austin A40 sports convertible, heater, 4,000 miles; £775.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1034]

E **LITE MOTORS** offer:—

1952 Model Austin A40 G.B.3 Devon 4-door saloon, green, brown leather, heater, recorded mileage 10,000, one owner, the whole car without blemish, any trial or inspection; £675.

1952 Model Austin A40 G.B.3 Devon 4-door saloon grey, brown leather, speedometer reading 21,000 miles, heater, faultless condition throughout; £625.

1949 Austin A40 Devon 4-door saloon, grey, beige leather, an exceptionally well maintained vehicle, one owner; £545.

E **LITE MOTORS**, 951-961, Garratt Lane, Tooting E Broadway Tel. Balham 2474 (10 lines). [C2005]

C **HARLES RICKARDS, Ltd.**, offer:—

1951 (Aug.) Austin A40 Devon saloon, one owner, 10,500 miles, heater, dark green, in faultless condition throughout, taxed Dec.; £650.

A **SO** a good selection of genuine low mileage cars offered with our 3 months' guarantee.

56 Baywater Rd., W.2 (next door Lancaster Office Tube Sta., 5 mins. from Marble Arch), Ted 1820. [C3055]

G **UY SALMON AUTOMOBILES** offer:—

1950 Austin A40 Countryman, 17,000 miles, from new, spare tyre unused, excellent example; £585.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

1953 Austin A40 Somerset coupe, one week old.—Weybridge 690. [C4023]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

J. DAVY, Western 9641 and Kensington 1108.
£550—A40 Countryman, outstanding condition.
180-2—Kensington High St., and 215, Brompton Rd., S.W.3. [C1069]
1953 Somerset coupe, grey, 300 miles.—Below.
1952 (October) Somerset saloon, grey, heater, taxed; £700.—Albery & Bernard, Ltd., 372, Kings Rd., Chelsea, S.W.3. [C1071]
ANDOVER MOTOR CO., Ltd., Andover, Hants 5405, offer:—
1953 (February) A40 in black/beige, absolutely genuine 2,000 miles only; £750.
1949 A40, reconditioned engine, black/beige and in very nice condition indeed; at £480.
1949 Austin hire car, in spotless condition; at £540. [C1070]

200 miles, 1953 Austin A40 coupe, blue.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0881-2. [C3040]
1951 Austin A40, excellent condition; £615.—Hayswater 0186
£495 1950 Austin A40 saloon, one owner.—Le Orice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C3065]

1950 Austin A70 saloon, one owner, radio and heater; £635.—W. J. Sands, Burnham, Bucks, 84. [C1072]
1951 Austin A40 saloon, one owner, first-class condition; £595.—W. J. Sands, Burnham, Bucks, 84. [C1072]
1949 A40 4-door de luxe saloon, excellent condition throughout; £510.—Jacquier, Ltd., 225-7, Hammermith Rd., W.6. Riverside 6677-8. [C3043]

1952 Austin Somerset, green with brown leather, heater, low mileage, in faultless condition; £735.—Zigam 8131. [C3056A]
1952 (Oct.) Austin Somerset saloon, sunshade roof, —E.F.B. Motors, Kingston By-Pass, Esher, Tel. Amberbrook 3000. [C3004]

1949 A40 Countryman, reconditioned engine just fitted, excellent order throughout, three months' guarantee; £495.
C. & W. MCYORIS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6336 (3 lines). [C1061]

1950 (October) Austin A40 saloon, grey, one owner, mileage 19,000, fitted with heater, in excellent order throughout; £585.
L. YNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.4. Mountview 4401. [C3058]

AUSTIN A40 saloons; 1951 Devon, heater, radio, 11,430 miles; £638; 1952 Somerset, heater, 6,223 miles; £725.—Sharwood Motors, Ealing 1475. [C670]
1952 series Austin A40 saloon, G.S.3 model, low mileage, new condition; £665.—Autowork, 11, Winchester, Tel. Winchester 2955. [C1010]

1949 A40 s/r saloon, radio, heater; £525.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

1951 Austin A40 Countryman, one owner, exceptional condition; £565.—E. J. L. Mendel, Ltd., 85, Great Portland St., W.1. Langham 2261-2. [C3067]

1950 Austin A40 Devon saloon, heater, excellent condition and appearance; £565.—S. Bowen & Son, Hillside Garage, Edgware, Tel. Edgware 4444. [C1025]

1952 Austin A40 saloon, steering column gear change, low mileage, carefully maintained one owner, fitted heater; £655.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035]

1952 (July) Austin A40 sports, l.h.d. drop head four-seater, cream and red leather, absolute snip; £525.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. [C653]

1952 Austin A40 Somerset saloon; green, green leather, heater, one owner, guano, mileage 4,600, absolutely as new; £735.—Roy Galway, Ltd., 21, Farm St., Berkeley Sq., W.1. Gro. 4747. [C649]

525 ins.—Austin A40 1950 Devon saloon, one owner, small mileage, heater, seat covers and other extras, green, sun roof, condition throughout indistinguishable from new; £650; exchange for smaller car and cash.—Tel. evenings, Esher 4267. [C549]

1951 (July) Austin A40 Devon saloon, one owner, small mileage, heater, seat covers and other extras, green, sun roof, condition throughout indistinguishable from new; £650; exchange for smaller car and cash.—Tel. evenings, Esher 4267. [C549]

1950 (Dec.) Austin A40 works-built Countryman, guaranteed 19,000 miles only, one owner, fitted heater, Notes spotlight, taxed December, as new; £585; trade enquiries welcomed.—Motourists (London), Ltd., 61, North Rd., E. Finchley Station, N.2. Tudor 2301-2. (Holiday closure 1 p.m. August 1st to 17th.) [C3018]

—Austin A40 Cars Wanted

R. ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A40.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

CHARLES RICKARDS, Ltd., urgently require
1949-1953 cars.
56 Hayswater Rd., W.2. (Next door to Lancaster Gate Tube.) Pad. 1820. [W3050]

PRIVATELY OWNED A40-5, Brae Court, Kingston Hill, Surrey, Tel. Hill 2768. [W2037]

A. PETO, Ltd., 42, North Audley St., W.1. wish to purchase immediately late model Austin A40.—May, 3051. [W3043]

Austin A40 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

10957/R

£700 cash waiting for best A40 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

AUSTIN TWELVE

1939 Austin 12 saloon, one owner; £525.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777.) [5976]

£290—1939 Austin 12/4 Ascot de luxe saloon, in exceptionally clean condition; £100 down.—Below.

£125—1936 Austin 12/4 de luxe saloon, good runner, taxed; £60 down.—Bray Motors, 130-134, West End Lane, N.W.6. Hampstead 6480. [C1024]

1938 Austin 12/4 Gordon four-seater drop head coupé, taxed December, black, excellent throughout; £245.

ERIC HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0269.

1938 Austin 12 saloon; £245, 3 months' guarantee, terms and exchanges.—Jack Williams Motors, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1939 Austin 12/4 saloon; £300; for sale by private owner; 500 miles since complete engine overhaul, showroom condition inside and out; bring to prospective buyer by arrangement or after 6 p.m. Forsyth, 78, St. William's Way, Rochester. [C6744]

Austin Twelve Cars Wanted

THE

CAR MART, Ltd. London distributors wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [10954/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 12.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

AUSTIN FOURTEEN

AUSTIN 14 cabriolet 1939, superlative condition; £225.—Value Cars, 362, Upper Richmond Rd., S.W.14. [6676]

AUSTIN SIXTEEN

RUSSELL MOTORS offer:—

DEC. (1947) Austin 16 saloon de luxe, 39,000 miles, black with brown leather, fitted heater.

ANY trial or examination. [C644]

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060]

1948/9 Austin 16, one owner, 39,000 miles; £485.

1948/9 Austin 16, one owner, radio, heater; £465.

1938 Austin 16 saloon, above average; £245; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

£495—1946 Austin 16hp saloon, black, brown upholstery, one owner, in excellent condition.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

HEARSE 16hp Deck, brand new, fullest equipment, immediate delivery, £1,455. Seen.—

OUR only address, Station Approach, Kew Gardens, O. Alpe & Saunders (Coachbuilders), Ltd., Richmond, 1161. [6692]

£785—1951 hire car, cost £1,250; 1949 ditto, £650.—125, New King's Rd., Fulham, Ren. 3555. [6444]

1949 Austin 16 saloon, meticulously maintained, heater, etc.—Autowork, Ltd., Winchester, Tel. Winchester 4834. [C1010]

HIRE car limousine, partition, 7 seats, black leather, radio, taxed; £775; terms.—Rogers Garage, Wellesley Avenue, Hammersmith, W.6. Riv. 2644. [C3054]

1948 Austin 16, black, brown leather, one careful owner; £530.—Modern Service (Wimbledon), Ltd., Tel. Wimbledon 5155. [C3014]

HEARSE Latest De luxe streamline 6-Bearer also 4-Bearer/Deck Coachwork lavishly equipped, low cost, bargain value. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1]

1947 Austin 16 saloon, black/brown leather, excellent throughout; £465.—Bells Service Garage, 144, London Rd., Kingston-on-Thames, Kingston 1185. [C1016]

£395!! 1948 Austin 16hp saloon de luxe, black, brown leather, heater, folding arm rests front and rear, original condition throughout, exceptional bargain.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. C. 2041. Open till 8 p.m. Write for catalogue. [C1035]

HIRECAR 1951, forward occasional, leather, excellent condition, black £795. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Austin Sixteen Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

10955/R

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 16.—Hampstead (Tube), N.W.3 Ham. 6041. [W4018/R]

HIRECAR LIMOUSINES required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

AUSTIN A70 & A80

ACRES offer:—

1951 Austin A90 saloon, black with red leather, heater, as new; £675.

1950 Austin A90 convertible, sky blue, leather upholstery to match, heater and radio, immaculate; £675.

1950 Austin A70 saloon, beige with brown leather, heater and radio; £595.

1949 Austin A70 saloon, beige with brown leather, heater and radio; £525.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macclesfield 2211-2. [C1002]

CAR MART, Ltd.,

LONDON Distributors.

1951 Austin A70 Hereford saloon, radio, heater, 13,000 miles; £695.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039/1]

CAR MART, Ltd.,

LONDON Distributors.

1953 Austin A90 Atlantic saloon, heater, 2,000 miles; £895.

1953 Austin A90 Atlantic saloon, new, shop-soiled, radio, heater; £865.

1950 Austin A90 Atlantic convertible, radio, heater, 16,000 miles; £625.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039/1]

SCOTT CARS offer:—

1951 A90 saloon, 15,000 miles, radio, heater, immaculate; £665.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-6676. [C4016]

1951 A90 saloon; £760.

WALTERS MOTORS, Ltd., Howard 1646 or 1951. [6762]

MAYFAIR COUNTRY CARS offer:—

1951 (June) Atlantic saloon, outstanding condition, radio, heater, taxed December; £725.—7, George Yard, Grosvenor Square, W.1. Mayfair 0151. [C3008]

J. DAVY, Western 9641 and Kensington 1108.

1700 miles 1953 A70 sun saloon, several extras, exchanges welcomed.

180-2—Kensington High St., and 215, Brompton Rd., S.W.3. [C1069]

HENDON CENTRAL GARAGE, Ltd., offer:—

AUSTIN A90, 1951, saloon, taxed year, 16,000 miles, A one owner, perfect throughout, £725.—Walford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C2034]

J. DAVY, Western 9641 and Kensington 1108.

£685—A70 Hampshire, one owner, radio, heater, sun roof, exchanges welcomed.

180-2—Kensington High St., and 215, Brompton Rd., S.W.3. [C1069]

DAGENHAM MOTORS, Ltd., offer the following car.

1950 Austin A70 saloon, black, 44,000; £595.

56—Park Lane, W.1 (Regent 4866); 374, Ealing Rd., Alperton, Middx. (Perivale 3398); and 6, 8 and 12, Sanday Rd., Cliford, S.E.6 (Hither Green). [C1066]

A. CLAND & TABOR, Ltd., Welwyn By-Pass, Herts.

Welwyn 461-2 offer:—

1951 Austin A90 saloon, metallic grey, grey leather upholstery, radio, heater, twin spotlights, Ace rimblashers, speedo reading 20,000, in superb order throughout; £785. [C1001]

1950 A70 Hamp., heater, good condition; £625 o.n.o.; no dealers.—Man. Hse. 7791. [6072]

1953 (June) Austin A90 saloon, works mileage, black/beige, radio, heater; £995; also.

1952 Austin A90 saloon, black, radio, heater, loose covers, 12,000 miles, one owner; £625; also.

1951 Austin A90 saloon, 15,000 miles, one owner, heater, spare unused; £750.

RIPCO, Ltd. (Austins Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. [C3052]

£725—1951 Austin A70 Hereford saloon, blue/blue upholstery, recorded mileage 12,000, with heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [C1070]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

1953 Austin A70 Hereford saloon, 1 week old.—Weybridge 600. (C4023)

1952 Austin A90 saloon, low mileage, beautiful condition; £750.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. (C3006)

JACK ROSE, Ltd., 1951 A90 Atlantic saloon, one owner, 24,000 miles, very clean; £650.—Stafford Rd., Wallington, Surrey. Wallington 6677/8. (C3056)

1951 Austin Hereford, green with brown leather, one owner, radio and heater, as new throughout; £755.—Egham 3131. (C2056A)

1952 Austin A70, 11,000 miles, black, brown leather, immaculate; £645.—Modern Service (Wimbledon), Ltd. Tel. Wimbledon 5155. (C3014)

AUSTIN A70 November, 1950 (private owner), heater, excellent condition; £575; terms can be arranged.—Finchley 2559. (C6562)

1951 Austin A90 Atlantic saloon, one owner, 21,000 miles only, radio and heater, superb condition; 3 months' guarantee; £695.

C & W. MOTORS, Ltd., Queens Head Garage, East End Rd., N.3. Finchley 6256 (3 lines). (C1061)

1952 Austin A70 drop head coupe, grey, fitted heater, immaculate; £640.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2. Bayswater 0085. (C1065)

1952 Austin A90 saloon, blue, grey hide upholstery, 14,000 miles, very carefully maintained; £750.—Broadway Motors, 67, High St., Hounslow. Hou. 0175. (C1028)

1950 A70 Hampshire saloon, black, radio, heater, excellent condition; £650.—R. S. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

SALE, 1950 Atlantic convertible, new engine fitted, mechanically perfect, may be inspected at—Geo. Greenwood & Sons' Garage, Godley Bridge, Halifax. Tel. 5086. (C6750)

£665!!!—1951 Austin A90 Atlantic drop head four-seater, electrically operated hood, built-in radio and heater, smart looking car, excellent tyres and outstanding value for money.

C & W. MOTORS, Ltd., Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1952 Austin A90 Atlantic saloon, pale blue, 9,000 miles only, one owner; £630.—L. P. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (C1076)

1950 Austin A70 saloon, radio, heater, taxed year, small mileage, one owner only; any trial; £565, or exchange.—11, Perrywood, Prestwich, Manchester. Tel. Prestwich 2057. (C623)

1951-2 Austin A70 Hereford, fawn/brown hide interior, unblemished, one careful owner, radio and heater; £725; consider part exchange.—Southwinds, Smugglers' Walk, W. Worthing. Goring-by-Sea 42151. (C4027)

£615!!!—Beautiful black 1950-51 Austin A70 saloon with sun roof, one fussy owner, guaranteed low mileage, taxed year, this car just cannot be faulted.—Northern Motors of Harrow, 136-134, Pinner Rd., Harrow 4444. (C3025)

ROSE & YOUNG, Ltd., offer 1952 Austin A90 Atlantic saloon, 8,000 miles, fitted radio, immaculate condition, black; £795.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel. Hill 6664. (C3057)

1950 Austin A90 Atlantic convertible, power operated, extras include radio, heater, spot lamps, reverse lamp, wing mirrors, 4 new tyres, colour cream, very good mechanical condition and clean throughout; £585.—Abbott, 27, Henley St., Northampton. Tel. 5148. (C645)

Austin A70 and A90 Cars Wanted

THE

CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston Road, London, N.W.1

TELEPHONE: Euston 112

PRIVATELY owned A70, 90-5, Brue Court, Kingston Hill, Surrey. Tel. Hill 2768. (W2037)

AUSTIN wanted in good condition for cash.—Valentine 2098 or 4674. (W2018)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin A70 and A90.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

£750 cash waiting for best A70 or similar car offered.—54, Streatham Hill, S.W.2. Tel. Hill 2676. (W3016)

AUSTIN EIGHTEEN

AUSTIN 18 1939 7-seater Windor, one private owner, small mileage, immaculate; £450.—489, Bordesley Green, Birmingham. (C6739)

GUY ALFRED & Co., Ltd.—1936 Austin 18, 7-passenger, titled private owner, 27,000 miles from new.—6-7, Warren St., W.1. Euston 5269. (C1005)

£195—1937 series Austin 18 7-seater limousine, nice runner, clean condition; £90 down.—Bray Motors, 190-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

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£475!!! Immaculate and privately owned 1938-9 Austin 18 7-passenger with division, beautiful spotless condition, this vehicle only wants seeing; 3 months' guarantee; hire purchase, exchanges.

L AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

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C THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1 Euston 1212. (0956/R)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin 18.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

7-PASSENGER privately owned 1938/39 Limousines, also Saloons, urgently required, cash waiting. A. & M., 2, Providence Court, North Audley Street, Mayfair-2941. (W1006)

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1939 Austin Ranelagh 7-passenger double-enclosed limousine, perfect condition; £495.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2055)

AUSTIN A125 & A135

ACRES offer:—**1950** Austin Sheerline saloon, black and brown leather, heater and radio, practically unmarked; £650.

CBS AUTOS, Ltd., 136, Streatham Hill, London. A. S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macclesfield 2211-2. (C1002)

C THE CAR MART, Ltd., LONDON Distributors.

1952 Austin A125 Sheerline saloon, 5,000 miles; £1,025.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

1951 Austin A125 Sheerline saloon, 600 miles; £1,075.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039)

NEWNHAMS, Ltd. AUSTIN Sheerline saloon, grey, registered March, 1953, mileage 2,750, several extras.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C5024)

C THE CAR MART, Ltd., LONDON Distributors.

1950-51 Austin A155 Princess saloon, 30,000 miles; £1,025.—Car Mart, Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. (C1039/1)

RUSSELL MOTORS, offer:—**1952** Austin Princess saloon, 16,000 miles, one owner, colour black.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9886. (C3060)

TOM GARNER, Ltd., offer:—**1953** Austin A125 Sheerline saloon, black with fawn leather, 350 miles only; £1,650.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6-7. (C2020)

B. J. HUNTER, Ltd., offer:—**1949** Austin Sheerline saloon, maintained regardless of cost, definitely unmarked; £750.

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CLANFIELD LAWRENCE offer:—**1949** Austin Sheerline saloon, black, one owner, 21,000 recorded miles, looks 10,000, radio, heater, interior in natural hide, completely unmarked, whole car in magnificent condition throughout; £750.—407, High Rd., N.12. Finchley 0991. (C2053)

PHILIP RICKARDS, Ltd., offer:—**1950** Austin Sheerline saloon, black, 10,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. (C3051)

MEBES & MEBES (Est. 1895), offer:—**1949** (Sept.) Austin Princess saloon, black, brown upholstery, 24,000 miles, unmarked, taxed; £925.—The Broadway, Mill Hill, N.W.7. Tel. Mill 2040. (C5012)

1952 Model Austin Sheerline saloon; £1,050.—Green & Zonis, Ltd., 246-252, Denagatte, Manchester, 3, Tel. Denagatte 3525-6. (C2028)

1950 Sheerline, metallic grey, radio, heater, beautiful condition; £750.—Kirkwood Cars, 79, Streatham Hill, S.W.2. Tulse Hill 1298. (C2057)

1950 Austin Sheerline, grey cellulose, small mileage, good tyres, a specimen car; £650.—O. G. Barnard & Sons, Ltd., Stowmarket. Tel. 201. (C6639)

1949 Austin Princess saloon, black, really immaculate throughout; £945.—Bells Service Garage, 144, London Rd., Kingston-on-Thames. Kingston 1185. (C1016)

1953 Austin Sheerline saloon, black with beige leather, 300 miles only.—For price and full particulars George Box, Ltd., Aldams Rd., Dewsbury. Tel. 652 (3 lines). (C6449)

1952 (November) Austin Sheerline saloon, one owner, 8,000 miles only, black, beige leather, radio, heater, etc., unmarked throughout; £1,195, terms, exchanges.—Bradstock Motors, Chase Rd., Epsom. Tel. Epsom 635. (C6704)

AUSTIN A125 & A135

1950 (Sept.) Sheerline, grey, radio, heater, taxed immaculate condition; sacrifice £795.—115, Woodcock Hill, Kenton, Wordsworth 6506. (C6226)

£975!!!—1951 series Austin Sheerline de luxe saloon, fitted radio, heater, etc., speedometer reads 8,000 miles but whole vehicle as new looking one might think it was brand new, cost nearly £2,000 barely two years ago; 3 months' guarantee; hire purchase, exchanges.

L AMBS, Finchley Showrooms, 421/423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2052)

895!!!—Austin Sheerline 1951 series de luxe saloon, black, sliding head, fawn leather, radio, one owner, small mileage, unmarked tyres, exceptional condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

£875!!!—Undoubtedly a beautiful specimen which must be seen and compared, late 1950 Sheerline, fitted heater, radio, and taxed year, colour black and fawn leather, passenger's seat never used and interior still smells new.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. (C3025)

Austin A125 and A135 Cars Wanted

T HE CAR MART, Ltd.

A USTIN cars

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M AKE your enquiries to

A USTIN House, 297, Euston Road, London, N.W.1.

T ELEPHONE: Euston 1212. (0552/R)

P RIVATELY owned Sheerline.—5, Brue Court, Kingston Hill, Surrey. Tel. Hill 2768. (W2037)

L IMOUSINE 7-passenger Sheerline required immediately, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1006)

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A USTINS, Austins, Austins.

A VARIETY of 1938-1951 cars always available; h.p. terms; immediate delivery.

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R OWLAND SMITH'S, the Car Buyers.—Highest cash prices for Austin.—Hampstead (Tube), N.W.3 Ham. 6041. (W4018/R)

S LOCOMBES, Ltd. Willesden 4869

W E wish to purchase clean and genuine Austin cars.—36-52, Dudden Hill Lane, N.W.10. (W4017)

A USTINS wanted.—Smith's, 88, Chalk Farm Rd., N.W.1. Gul. 2767. (0822/R)

A USTIN wanted in good condition for cash.—Valentine 2098 and 4674. (W2018)

M ARSTON MOTOR Co. for your Austin.—Tel. St. 8000, Seven Sisters Rd., Tottenham, N.15. (0598/R)

H ATTONS will buy all post-war Austin models; distance no object.—Lord St., Southampton. Tel. 2265.

W EYBRIDGE AUTOMOBILES, Ltd., the Austin distributors urgently require late type Austin.—Tel. Wevridge 745. (0541/R)

H F. EDWARDS urgently require good Austin for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (W2001)

Austin Spares and Service

A FIRST-CLASS service for Austin replacement units and vehicle parts; pre-war and post-war spares in stock; open Saturday until 6 p.m.; night service available.—Wimbledon Motor Works, Ltd., Main Parade, Stockley 29 High St., S.W.19. Wim. 0123. (0414/R)

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A UTHORISED Austin main spare parts stockists, service spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. (0271/R)

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P RYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburetors, brake shoes and electrical units from stock repairs and service to Austin exclusively.—57, Acce Lane, S.W.2. Brixton 1155. (0184/R)

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BENTLEY (3½, 4½-litre and New 4½-litre)H
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H. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1951 (Dec.) Bentley 4½ standard steel saloon, black and grey, with grey hide, 16,000 miles; £3,550.

1950 Bentley Mk VI standard steel saloon, dark grey with pale blue hide, 26,000 miles; £2,950.

1949 Bentley Mk VI standard steel saloon, two-tone grey with maroon hide, 48,000 miles; £3,595.

1948 Bentley Mk VI standard steel saloon, black with beige hide, recent overhaul; £2,250.

1950 Bentley Mk VI Mulliner lightweight sports saloon, Oxford and Cambridge blue with blue hide; £4,950.

1949 Bentley Mk VI Park Ward d.h.c. power op., black with light brown hide, 11,000 miles; £3,650.

1937 Bentley 4½ Vanden Plas d.h.c., black with beige hide, 52,000 miles, exceptional; £1,550.

WE are interested in the purchase of Bentley cars and invite communications from owners who have such vehicles for disposal.

H. OWEN, Ltd.
17, Berkeley St., London, W.1. Tel. Mayfair 9060. (C5052)

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CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. Tel. 4553.

1953 Bentley, H. J. Mulliner lightweight, 4-door sports saloon, radio, heater, 1,000 miles; £4,450.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1 (Corner of Piccadilly), Grosvenor 3434. (C1039)

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RIPON BROS., Ltd.
THE leading Northern Bentley specialists.

HAVE a very fine selection of post-war Bentley cars.

RIPON BROS., Ltd., Huddersfield 7070 (10 lines). Also Bradford, Leeds and Sheffield. (0506/R)

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1950 Bentley S.S. Mark VI saloon, black with brown leather, heater and radio indistinguishable brand new; £2,850.

1948 Bentley Mark VI saloon, body by James Young; £2,450.

A CRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macclesfield 2211-2. (C1002)

SLOCOMBES, Ltd.
WE offer a 1951 Mark VI standard 4½ saloon in two-tone grey with maroon leather at £3,200; quite unmarked and truly exceptional in all respects; part exchanges welcomed.

MR. T. F. DAVE will be pleased to handle your enquiry personally.

WE close at 7.30 p.m. (Saturdays 6 p.m.). Write, call or telephone Slocombes, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willesden 4869. (C4017)

SCOTT CARS offer:—

1947 Bentley standard steel saloon, a perfect example, fitted loose covers, heater; £1,925.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100-8676. (C4016)

FRANK DALE offers:—

BENTLEY 4½ Park Ward 4-door sports saloon, new condition, exceptional chassis, guaranteed, taxed year; £975.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4681. (C1067)

PADDON BROS. offer:—

1938 delivery 4½-litre Bentley (L.S. series) Vanden Plas pillared sports saloon, black, beige leather, heater, taxed.

PADDON BROS., 60, Chelva Place, South Kensington S.W.7. Tel. Ken. 9777/7478. (C5035)

SWANMORE GARAGE offer:—

4½-litre Bentley Mk. VI saloon (Oct. 1951) 12,000 miles, dual tone silver.

1951 Bentley Mk. VI 4½ saloon, 20,000 miles, black, beautifully maintained.

1948 Bentley Mk. VI 4½ saloon, dual tone silver looks like 1952 car.

1948 Bentley Mk. VI 4½ saloon by James Young.

1946 Bentley Mk. VI 4½ saloon by H. J. Mulliner.

1936 Bentley 3½-litre saloon by Wm. Arnold.

1935 Bentley 3½-litre saloon by Park Ward complete history, exchanges or terms—Glasgow.

SWANMORE GARAGE, 1176-1180, Church Street Rd. Boscombe, Bournemouth Tel. Southbourne 43344. (C4079)

BENTLEY (3½, 4½-litre and New 4½-litre)J
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JACK BARCLAY, Ltd.
EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE—1950 Standard steel saloon, painted black with brown leather upholstery, one owner, mileage 38,000; price £2,750.—Jack Barclay, Ltd., Berkeley Sq., London, W.1. Open until 8 p.m. Tel. May. 7444. (C1052)

METCALFE & MUNDY, Ltd.
ROLLS-BENTLEY 3½-litre (July, 1953), very attractive 4-door saloon by Chisworth, reconditioned in black and French grey, all chromium plate renovated, disc wheels, a very elegant car with a good history; £795.—290, Old Brompton Rd., S.W.5. Premise 54/1. (C3064)

JACK OLDING OF MAYFAIR.
OFFICIAL Bentley and Rolls-Royce retailers offer early delivery of new cars with standard and special coachwork, also the following selection of used Bentleys:—

1952 (July) 4½-litre large bore standard saloon, black, one owner, delivery August, 17,000 miles; £3,750.

1951 (June) 4½-litre standard saloon, black, one owner, 26,000 miles; £3,250.

1951 (April) 4½-litre standard saloon, black with brown leather, 18,500 miles, one owner; £3,350.

1949 4½-litre Bentley 2-door Countryman saloon, grey, polished wood, 39,000 miles; £2,850.

AUDLEY House, North Audley St., W.1. Mayfair 5242. (C3030)

TAYLOR & CRAWLEY offer:—

1947 Bentley Mark VI, maintained by official retailers, very well kept car; £1,895.

1948 Bentley p.a.c. saloon with 49 body modifications, chromium moulding and spats, unusually bright car; £2,175.

48 Kensington Court, W.8. Western 6015. (C4036)

ROBE & YOUNG, Ltd. offer:—

1949 Bentley Mark VI standard steel saloon, 36,000 miles only, radio, immaculate; £2,395.

1935 Bentley 3½-litre, Thrupp & Maberly sports saloon, immaculate condition, two owners since new, £695.—65-69, Stornhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station). Tulse Hill 6464. (C3057)

KNIGHTSBRIDGE MOTORS, Ltd.
1936 (June delivery) 3½-litre Bentley, fitted with 2-door sunshade roof sports saloon by Mayfair, grey and maroon, excellent history and condition, £275 has been recently spent on the chassis, and the car is particularly attractive and well proportioned; £835.

3 Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. (C2063)

MANN EGERTON & Co., Ltd. offer:—

1951 Bentley Mk. VI steel saloon, finished special colour scheme of grey and dark green with grey leather upholstery, indistinguishable from new and in first-class order throughout, mileage 29,000; £3,250.

1950 Bentley Mk. VI steel saloon, finished Tudor grey with light brown leather upholstery, superb condition throughout, mileage 31,000; £2,850.

14 Berkeley St., London, W.1. Tel. Hyde Park 2073. (C2006)

BARTLETT—Bentley, 1934 Park Ward saloon, excellent condition; £495.—27a, Pembroke Villas, W.11. (C1011)

1951 Bentley steel saloon, 17,000 miles, grey, immaculate condition; £2,250.—Below.

1950 (Sept.) Bentley H. J. Mulliner saloon, black/fawn leather covers, radio, 5,000 miles only, condition like new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. (C3006)

PERFORMANCE CARS currently require Bentleys:—Great West Rd. Brentford, Middlesex. Elaine 9841. (W5041)

1947 Mark VI £1,000 overhaul Bentley, bills available, latest model; £1,850.—Mansfield Autos, Ltd., Euston 2587. (C3001)

1948 Bentley Mk VI 4½ saloon, black, radio, 39,000 miles, as new; £2,150.—Hartwells of Oxford, Banbury Rd., Tel. Oxford 5511. (C751)

1936 Bentley 3½, Freestone & Webb sports saloon, guaranteed; £900.—payments—Oldfield, 505, Kensington High St., W.14. Wes. 6631. (C5029)

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley repairers and retailers, offer the following selection of guaranteed cars:—

1950 Bentley Mark VI standard steel saloon, black, blue leather, one owner, at present undergoing pre-sale checkover; £2,950.

1949 (Dec.) Bentley Mark VI standard steel saloon, black, this car is in beautiful condition throughout and has undoubtedly been very carefully used, full Bentley history available; £2,595.

1949 Bentley Mark VI fitted magnificent 4-door saloon, black, this car is in beautiful condition throughout and has undoubtedly been very carefully used, full Bentley history available; £2,850.

1947 Bentley Mark VI standard steel saloon, black, one owner, fully serviced and guaranteed; £2,185.

OFFICIAL Retailers & Repairers, 18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works & Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956. (C2010)

JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—a, North Audley St., W.1. Mayfair 5242. (W5030)

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth, Tel. 1272, officially appointed Bentley retailers and repairers; reliable used cars in stock. (S561)

BENTLEY (3½, 4½-litre and New 4½-litre)3
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31—LITTLE Bentley 2-door saloon, magnificent motor throughout, July 1934; £525.—3, El. Keyna Ave., Hove. After 5 p.m. (6606)

1951 Bentley Mark VI, standard body, tudor grey, only 14,000 miles, new condition, private owner; £3,200.—Box 8756. (6536)

1937 Bentley 4½-litre Park Ward razor edge saloon, black; £1,075.—L. F. Dove, Ltd., 111-1115, Addiscombe Rd., Croydon. Addiscombe 308. (C1074)

L.S. series 4½-litre Bentley 1936 sports saloon by Mulliner, exceptional car, magnificent order; £1,550 or close offer.—Box 8752. (6527)

1949 Bentley Mark VI all steel saloon, 27,000 miles, serviced by Bentleys; £2,600.—Reynolds, 32, Castle St., Cambridge. Tel. 56843. (6753)

1995—4½-litre sports saloon, mileage 5,968 since £255 spent with makers, full service history; photo.—Lawton-Goodman, 36, North Audley St., W.1. (C2022)

1937 Bentley Park Ward saloon, black and cream, excellent condition, maintained by Bentley distributors; nearest offer £1,000.—Tel. Northwood 1829. (6641)

1938 Bentley 4½-litre 4-door Park Ward saloon, colour black, blue upholstery, just repainted, superb condition; accept £795, no offers.—Simm, 19, Bennett Rd., Higher Crumpsall, Manchester. 8. (6666)

BENTLEY Speed Six Continental saloon by Saatchi, engine rebuilt at £460 cost; whole car a showpiece; £300, photo.—Garrett, 5, Lansdowne Terr., Cheltenham 5061. (6568)

1952 Bentley steel saloon, 12,000 miles, immaculate condition, exchanges entertained.—Loxhams Rolls-Royce & Bentley Showrooms, Fishersgate, Preston, Tel. 4245. (C2064)

1950 (May) Bentley Mk. VI standard steel saloon, grey, radio and heater; £2,950.—Park Garage (Molesley) Ltd., Hampton Court Way, Molesley, Tel. Molesley 4371. Showroom: 6199. (C3037)

1949 Bentley Mark VI saloon, Freestone & Webb body, finished dark blue, first-class condition throughout.—Lawtons Garages, Ltd., 25a, Chorley Rd., Swinton, Manchester. (6563)

BENTLEY 4½-litre (big bore) standard saloon, Oct. 1951, 2-tone grey, mileage 13,000; new tyre, perfect condition throughout; £3,285.—Bradford, White House, Albany St., N.W.1. (6765)

1936 Bentley 4½-litre 4-door sports sal. by H. J. Mulliner, 21,000 miles since record, 2 years ago, hist. avail., immac. cond., £950, offers considered.—Marylebone Garage, Dorset Close, N.W.1. Pad. 4061. (6516)

1953 Bentley steel saloon, big bore engine, big boot, under 4,000 miles, finished silver with maroon hide interior, exchanges entertained.—Loxhams Rolls-Royce & Bentley Showrooms, Fishersgate, Preston, Tel. 4245. (C2064)

1936 Bentley 4½-litre sedan coupe by H. J. Mulliner, grey with maroon leather, overhauled in 1951 to the cost of over £650, invoices and photographs available; £850.—Allens of Bristol, Berkeley Sq., Bristol 8. Tel. 22514. (6287)

1935 Bentley (CR series) 3½-litre saloon by Freestone & Webb, black with brown leather, H.M.V. radio, taxed, an exceptionally good example with a good history; £595.—Clarke & Simpson, Ltd., 49, Sloane Sq., S.W.1. Tel. Sloane 4734. (C1048)

1936 Bentley 3½-litre saloon, always carefully maintained in every detail, very low mileage, bodywork and interior nearly unscathed, should be seen and tried to be appreciated, for sale or exchange.—Bambers, Ltd., Birkdale, Southport. Tel. 66161. (6550)

1935 Bentley 3½-litre Park Ward sportsman's saloon, finished in unmarked black with royal blue leather interior, mechanically in really superior condition, fitted all excellent tyres, taxed for the year, the late property of a wealthy owner, since purchased a new Bentley, just fitted new heavy duty battery; £275.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C3040)

BENTLEY Mark VII 2-door sports saloon, coachwork by James Young, finished black with grey leather upholstery, very carefully used, first registered May 1947, speedo, recording 59,000 miles, exceptional condition throughout; £2,350.—Wadham Bros., Ltd., Automobile House, Banister Rd., Southampton. Tel. 2991—ext. 56. (6726)

PRIVATELY owned 1950 Bentley VI p.a.c. saloon, black with powder blue hide, complete dark blue mats, spotless interior and exterior, superb mechanical condition; just checked by agents and all necessary work carried out including engine mods, tyres as new, spare unused, several extras, chauffeur driven, genuine spin; £2,750; might consider small car.—A. 1023, Garrett Lane, & W.17. Balham 3551. (6515)

BENTLEY 4½, one of the most outstanding examples of this famous marque, a beautiful coachbuilt body constructed by one of England's master craftsmen regardless of cost, finished in black and pale blue, heavy chrome plating, beige leather upholstery, rich pile carpets, doors, inside fitted with every special feature to compete in any Concours d'Elegance throughout the world; a magnificent car, superb performance, A.A. or R.A.C. inspection invited, rich pile arranged anytime for genuine buyer; fully taxed and insured; offers around £900.—Apply Holmes, 152, Barlow Moor Rd., West Didsbury, Manchester. 26. (6545)

SPORTS 4-door 3½/1954 H. J. M. Saloon, leather, boot, £300 Derby overhaul, nice chassis, exceptionally attractive, history available. £645. Alice & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

BENTLEY (PRE 1931)
ANDOVER MOTOR CO., Ltd., Andover, Hants. 3405, offer:—

1928 4½-litre sports Bentley, in immaculate condition, over £500 spent in reconditioning last two years; a sacrifice at £325. (6711)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (PRE 1931)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." (C9041/R)

Bentley Cars Wanted

C THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3434. (0956/R)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bentleys.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

S "Exchange."—Lewis Motors, Gerrards Cross. (0967)

WANTED, crashed or damaged post-war Bentley.—Box 8504. (5917)

PPRIVATE owner requires 4½-litre Bentley (old type); good price offered for specimen condition. (0956/R)

R C. WIMBUSH, Ltd., 312, Earl's Court Rd., London, S.W.5. Freemantle 8401/2. (W4056)

BENTLEY Mark VI wanted, preferably under 30,000 miles.—Bowles, 2, Elm Park Court, Pinner, Tel. 560. (W4000)

RQUIRED, good used Bentley.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

PPRIVATE purchaser requires 3½-litre Bentley open 3-seater.—Archbell, Woodland Drive, Fiedwick, Walsfield. (0667)

LATE 1950 or 1951 Bentley Mk. VI standard steel saloon, must be reasonable or low mileage.—Details, price, history, to Box 8794. (0669)

HATTON MOTORS, Ltd., Birmingham, will buy or part exchange your 3½ or 4½-litre Bentley.—71, Broad St., Midland 2437. (0357/R)

WEBBIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Webbidge 235. (0540/R)

WANTED for immediate purchase, 1951/2 large or small bore Bentley standard steel saloon, must be of low mileage.—Full particulars to R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. 3431-2. (W3011)

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. Mayfair 6566. Service works and stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0592/R)

Bentley Spares and Service

JACK BARCLAY, Ltd. (0593/R)

LARGEST official retailers and repairers of Bentley cars, services or complete overhauls, mechanical or coachwork; large stock of spares for all types. (01062/R)

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). (01062/R)

CHARLES POLLETT, Ltd., officially appointed retailers and repairers. (01062/R)

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266. (01062/R)

SPARE parts. (01062/R)

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. (0593/R)

ALL spares and replacements for pre-war Rolls-Royces; full repair service at most reasonable prices.—Compton, 69, Westow St., Crystal Palace, Tel. Livingstone 3563. (0490/R)

JACK OLDING, official retailers and repairers reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5253 for collection.—18, Providence Court, W.1. (083050/R)

B.M.W.

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (01046)

Bond Minicar Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bonds.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

PRIDE & CLARKE, Ltd., the Bond Minicar buyers; R.F. accounts settled; exchanges.—Stockwell Rd. & W.9. Brixton 6251. (0543/R)

Bond Minicar Spares and Service

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager; no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required. (0827/R)

RAYMOND WAY, of Kilburn. (0827/R)

BRISTOL

SLOCUMBS, Ltd. (0618/R)

WE offer a very fine example of this desirable carriage, 1952 late 401 in green at 6,000 miles only, with radio and heater, the property of our managing director; price £1,995 or terms if desired; part exchange welcomed. (C4017)

M R. T. P. Dave will be pleased to handle your enquiry personally. (C4017)

WE close at 7.30 p.m. (Saturdays 6 p.m.). Write, call or telephone Slocombs, Ltd., 38-32, Dudden Hill Lane, N.W.10. Willesden 4963. (C4017)

KEVILL, DAVIES & MARCH, Ltd. (0618/R)

OFFICIAL Bristol retailers. (0618/R)

41—42, Hay's Mews, Berkeley St., W.1. Gros 2565. (C2054/R)

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. (0618/R)

BRISTOL

FRAZER-NASH CARS offer:— (C2015)

1953 401 saloon, blue, beige leather. (C2015)

1948 type 400, black, beige leather, recently overhauled; £975, or if recolloured £1,025. (C2015)

A P.N. Ltd., Falcon Works, London Rd., Isleworth, Middx. (Hou. 0011.) (C2015)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

AUGUST (1951) Bristol 401 saloon, colour azure blue, fitted radio and heater, close ratio gearbox, etc., genuine mileage 15,000; £1,900.—Bob Gerard Cars, Abbey Lane, Leicester. Tel. 61511/2/3/4. (0682)

1951 Bristol 401, 16,000 miles, colour Bristol red, chromium wheels, whitewall tyres; £1,790.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

1950 401 Bristol saloon, in Bristol red, radio and heater, a most beautiful specimen; £1,695; consider part exchange.—Southwinds, Smugglers Walk, W. Worthing, Goring-by-Sea 42131. (C4027)

1949 (June) Bristol 400 saloon, green with beige upholstery, heater, H.M.V. radio, one owner, guaranteed total mileage 22,940; £1,125.—A. Dev & Co., 18, Hardman St., Liverpool, 1. Royal 5037. (0446)

1950 Type 401, leather grey, beige leather, fitted radio, well shod, taxed December, low mileage, a very nice car, would consider exchange; £1,600.—258, Wilbraham Rd., Manchester, 16. Chorlton 4006. (0760)

ROSE & Young, Ltd., offer 1952 (November) Bristol 401 saloon, 5,000 miles, actual Earl's Court Show model, fitted radio, whole car as new.—55-59, Strentham Hill, S.W.2. (1 minute Strentham Hill Station). Tulse Hill 6464. (C5057)

Bristol Cars Wanted

B. J. HUNTER, Ltd. (01044/R)

FOR immediate purchase of your Bristol. (01044/R)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (W2040)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Bristol.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

A P.N. Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) (0476/R)

H. F. EDWARDS urgently require good Bristol for immediate cash; distance no object; details please to—320, Great Portland St., London, W.1. Tel. Langham 0012. (W2005)

BROUGH SUPERIOR

BROUGH SUPERIOR 1941 21hp sports saloon, grey, recorded mileage 25,500, carefully maintained; £345.—Hawker, Claydon Hall, Nr. Ipswich. Tel. 297. (0529)

1937 22hp Brough sports saloon, excellent condition throughout, many extras; £225; hire purchase, part exchange welcome.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (01044/R)

B.S.A.

£195—1959 Series 6 B.S.A. Scout sports 2-seater, excellent running, smart appearance, 290 down.—Bry Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

B.S.A. Scout, April 1957, 4-seater sports tourer, in black with red leather, first-class mechanical condition; new wet tyres fitted, new battery; £155.—B. Fitzwater, Otherby Service Station, Otherby, Bridgewater, Burroughbridge 265. (0761)

B.S.A. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for B.S.A.—Hampstead (Tube), N.W.5. Ham. 6041. (W4018/R)

B.S.A. Spares and Service (01044/R)

BASIL ROY, Ltd.—B.S.A. (Scout model) spares; comprehensive stock; wholesale and retail.—161, Ot. Portland St., W.1. Langham 7733. (0144/R)

BUGATTI

BARTLETT.—Bugatti 130mph 57 SC Continental coupe, performance and appearance still unsurpassed.—27a, Hembridge Villas, W.11. Bayswater 0523. (C1013)

J LEMON BURTON, Bugatti service Londale Rd., Kilburn, N.W.6. Maids Vale 1331. (0071/R)

BUICK

CHARLES POLLETT, Ltd., offer:— (C2010)

1951 Buick Super 4-door saloon, right-hand drive, black and silver, loop covers, radio, heater, etc., 10,900 miles, really magnificent condition. (C2010)

18—Berkeley St., W.1. Mayfair 6266. (C2010)

SERVICE WORKS & STORES, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C2010)

1938 Buick convertible, l.h.d., good order; £175.—Brookside Motors, 102, High Rd., Uxbridge. Tel. 184, 10 a.m. to 7 p.m. (C1030)

RHD 1947 Buick, radio and heater, colour black.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

1948 Streamlined Sedan, one owner, every conceivable extra; £925.—Mervyn Austin, Paddington 1280 ext. 167. (0662)

£225—1938 Buick 30hp 4-door de luxe saloon, bargain, £275 down.—Bry Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

1939 Buick Viceroy saloon, leather upholstery, nice condition; £395.—Jacquier, Ltd., 225-7, Hamersmith Rd., W.6. Riverside 6677-8. (C2043)

1949 Buick Super Jet Back Sedan, 24,000 miles only; one owner, radio, heater; £1,175.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (C4056)

BUICK

BUICK 1947, l.h.d., a miracle ride, heater, radio, modern tailored loose covers; £845; terms, exchanges.—Norman Autos, 354, London Rd., W. Croydon. Tel. The 4657. (5979)

DE.C., 47, British reg. Oct. '50, Type 41 saloon, in excellent condition, radio, moderate mileage, trial by appointment; £850, o.n.o.—Wray Park Estates, Reigate 2263. (0609)

£465!!! Buick of latest pre-war series, 4/5-seater, special convertible, unusually well maintained throughout, 3 months' guarantee; hire purchase, exchanges. (W5064)

LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12, Finchley 6221. (East Finchley Underground.) (C2052)

Buick Cars Wanted

JOE THOMPSON. (W4028)

JOE THOMPSON (MOTORS), Ltd., buyers of Buick.—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

METCALFE & MUNDY, Ltd., will buy your Buick car.—280, Old Brompton Rd., S.W.3. Fremantle 5471. (W5064)

WANTED, Buick 1937 30.6hp Regal coupe, quote maker's numbers, date of first registration and lowest figure.—Box 8500. (5889)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Buick buyers; also large selection for sale. See under: "American Cars."—Wembley 8691/5903. (W4015/R)

7-SEATER private 1937/38 Limousine required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (W1000)

H. F. EDWARDS urgently require good Buick for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. (W2001)

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (0504/R)

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (0141/R)

CADILLAC

ACRES offer:— (C1002)

1949 Cadillac Model 62, bottle green and stainless steel, heater and radio, scarcely used, as brand new; £1,975. (C1002)

ACRES AUTOS, Ltd., 136, Streatham Hill, London A.S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Moulsey 2211-2. (C1002)

GUY SALMON AUTOMOBILES offer:— (C4001)

1953 (first reg. Jan.) Cadillac model 62 golden interior, fitted radio, genuine mileage 2,500; £4,850; an opportunity to acquire an as new example of one of these superb cars.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

Cadillac Cars Wanted

JOE THOMPSON. (W4028)

JOE THOMPSON (MOTORS), Ltd., buyers of Cadillac.—97, Fulham Rd., S.W.3. Kensington 4858. (W4028)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Cadillac buyers.—Wembley 8691/5903. (W4015/R)

METCALFE & MUNDY, Ltd., will buy your Cadillac car.—280, Old Brompton Rd., S.W.3. Fremantle 5471. (W5064)

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., Piccadilly, London, W.1. Hyde Park 7121. (0504/R)

Cadillac Spares and Service

CADILLAC sole concessionaires Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. (01012/R)

CHEVROLET

1951 Chevrolet Styleline 4-door de luxe saloon, r.h.d., heater, 9,000 miles; £1,595. (C4034)

CHOICE of other Chevrolets usually in stock. (C4034)

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties) 15/14, Upper St. Martin's Lane, W.C.2. Temple Bar 3598. (C1027)

RHD Chevrolet 4-door saloon, 2,000 miles only.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4858. (C4028)

1946 Chevrolet right-hand drive 4-door Sedan, low mileage, very well kept; £595.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. (C4034)

Chevrolet Cars Wanted

JOE THOMPSON. (W4028)

JOE THOMPSON (MOTORS), Ltd., buyers of Chevrolet.—97, Fulham Rd., S.W.3. Ken. 4858. (W4028)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Chevrolet buyers; also large selection for sale. See under: "American Cars."—Wembley 8691/5903. (W4015/R)

METCALFE & MUNDY, Ltd., will buy your Chevrolet car.—280, Old Brompton Rd., S.W.3. Fremantle 5471. (C5064)

BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties) require good Chevrolet buyers; also large selection for sale. See under: "British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3598. (W1027/R)

Chevrolet Spares and Service

CHEVROLET spares and repairs for private vehicles, distributors for London and Home Counties.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3598. (C1027/R)

CHRYSLER

£215 bargain!!!—1939 Chrysler New 24hp saloon, steering gear change.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. (C1011)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHRYSLER

RHD 1952 Chrysler de luxe fluidmatic drive 4-door saloon, colour blue, 7,000 miles, guaranteed—Joe Thompson (Motors) Ltd., 97, Fulham Rd., S.W.3. Kensington 4856. [C4028]

£295!!!—Chrysler Royal 6-seater saloon, 1939, late type with overdrive gear, horizontal barred radiator, large section bumpers, over-riders front and rear, rimmed wheels, gears on steering column, excellent black finish and very nice interior upholstery throughout in real English leather, good tyres, excellent value. [C1035]

£375!!!—Scarce and very desirable Chrysler Wimbledon right-hand drive drop head four-seater coupe, 1939, with beautiful Carlton body styling, equipped with overdrive, steering column gear change, modern radiator treatment, superbly fast with amazingly economical performance, chiefly due to the over-drive gear.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors will purchase all types of Chrysler vehicles—59-65, Belize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [C643/R]

ROWLAND SMITH'S the Car Buyers—Highest cash prices for Chrysler—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock—59-65, Belize Rd., N.W.6. Mal. 5555/2155. [C643/R]

CHRYSLER Specialists, comprehensive spares engines and exchange units for all models. **CHURCH ROAD ENG. Co., Ltd.** Hadleigh, Essex. Tel. Hadleigh, Essex 57271. [C9664]

CHRYSLER Specialists, repairs, spares, exchange engine service—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2256. [C561/R]

CITROEN

CITROEN Sole Distributors for the County of London. Service, spares and replacement units. Fully guaranteed used models at competitive prices always in stock—50 Vauxhall Bridge Road S.W.1. Vic 2211 10756/R

H. W. MOTORS, Ltd. offer:—

1949 model Citroen Light 15, finished black, beige upholstery, fitted radio, special steering wheel and wing extensions, £565.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C9042]

GUY SALMON AUTOMOBILES, offer:

1952 (August) Citroen 15, 14,000 miles, sun roof, as new, £775.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C9001]

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY first-class examples are offered.

OUR stock is constantly changing, and usually includes several Light 15 and 6-cyl. models. **OFFICIALLY** appointed Citroen agents; new models from stock; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [C4055]

WORTHING MOTOR Co., Ltd., for Citroen sales, spares service.—Tel. Worthing 71. [C4754]

1949 radio; £555, near offer.—Cmdr. Knight, Queens Rd., Watlington 3222, Hants. [C6452]

1947 Citroen Light 15, black, £170 spent, exceptional condition; £325.—Beckenham 6612. [C6756]

PERFORMANCE CARS urgently require Citroens.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

6000 miles only, 1951 Citroen Light 15 sun saloon, black with red leather condition as new throughout; £795. [C4040]

H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. [C4040]

1951 Citroen Light 15 saloon, black, red leather, 10,000 miles, new condition; fine offer £675; terms.—A. E. Palmer Motors, Ltd., Luton 4212. [C5556]

CITROEN 15hp, 1951, £725, exceptional condition, radio and extras—Cattinas, 87, Belmont Ave, Cockfosters, Herts. Tel. Barnet 5215. [C6756]

1938 Citroen 12hp saloon, most unusual condition for age; £245.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036]

£445!!! 1947 Series Citroen, Light 15 sports saloon, leather upholstery, outstanding mechanically; 3 months guarantee; hire purchase, exchanges. [C2052]

L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1949 Citroen 6cyl sports saloon, black, in superb condition; £665.—Park Garage (Motors), Ltd., Hampton Court Way, Molesey, Tel. Molesey 4571. Showroom; 6199. [C3057]

1950 Citroen Super 15 de luxe sportsman's saloon, recently fitted works reconditioned engine, finished in unblemished black and chrome with immaculate maroon leather interior, fitted many extra new radio, heater, taxed for the year, a really superb example; £595. [C5008]

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5008]

HINDHEAD MOTOR WORKS offer 1952 Light 15, grey with red leather, heater, windscreen wipers, taxed year, one owner, £820; 1950 model Citroen Light 15, green with beige upholstery, one owner, £625; 1940 Citroen 6-cylinder, black with red leather, taxed year, £450; 1939 Citroen 12hp, black with Bedford cord upholstery; new models from stock.—The Hindhead Motor Works, Ltd., for Citroen sales and service, Hindhead, Surrey. Tel. Hindhead 663. [C3661]

CITROEN

JULY (15th), 1953, Citroen de luxe saloon, black, brown upholstery, tax and numbers, under 700 miles; bargain, £950 or near offer.—Cook's Garage, 53, St. John's Rd., Woking, Surrey. Tel. Woking 1781. [C6478]

Citroen Cars Wanted

THE CAR MART, Ltd. wish to purchase Citroen cars—150 Park Lane W.1. Grosvenor 5434. [C1072/R]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Citroen—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

ACE SERVICE STATION (LONDON) Ltd.

THE Citroen distributors, are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [W1000/R]

REALLY good second-hand Citroen required.—Colb, 30, Harley House, N.W.1. [W1086]

CITROEN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

CITROEN—John B. Truscott, Ltd., urgently require good examples; highest prices for cash or exchange.—175, Westbourne Grove, W.11. Bay. 4274. [W4035]

CITROEN cars wanted for cash or part exchange by the Citroen specialists and stockists.—The Hindhead Motor Works, Ltd., Hindhead, Surrey. Tel. 663. [W2061]

Citroen Spares and Service

SOUTH of the Thames.

BALES of Croydon, distributors and specialists for over 25 years; repairs, overhauls and spares.—Tel. Croydon 3151-2. [C187/R]

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 6, Otley Rd., Leeds, 6. Tel. 32627-8. [C661/R]

THE Citroen Specialists; all spares stocked; immediate exchange drive shafts, gear boxes, steering units, etc. [C661/R]

SHRIMPSON'S MOTORS, Ltd.—London Distributors. Head office and showrooms—242-244, Brompton Rd., S.W.3. Kensington 9484. [C661/R]

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490. [C727/R]

WIDCOMBE GARAGES, Ltd., Putney Rd., Bath 4663.—Citroen parts, reconditioned drive; trains 46-r service. [C9096]

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [C2000/R]

CITROEN—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [C746/R]

BOWEN ROAD GARAGE & ENGINEERING Co., Ltd., Bowen Rd., N.11 (Bow 2284); specialists on Citroen body repairs and mechanical overhauls; swivel joints reconditioned 48-hr., all spares stocked. [C585/R]

DAIMLER

R. F. FUGGLE, Ltd.

1952 Daimler Consort, colour black, brown interior, one owner, mileage under 10,000, in every way equal to new; £1,395. [C2017]

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. R. 1685. [C2017]

BOON & PORTER, Ltd.

1951 Consort saloon, grey/blue, mileage 21,000, one owner, radio, heater, Caldwell charger and engine heater, magnificent throughout; £1,195.—Castelnau, S.W.13 (by Hammersmith Bridge), Riverside 4144. [C1022]

GUY SALMON AUTOMOBILES offer:—

1939 Daimler 2½-litre sports saloon, genuine 12,000 miles from new, in superb and original condition; £595.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

H. A. SAUNDERS, Ltd., of Worcester.

1939 Daimler 2½-litre saloon, black with brown leather, completely overhauled by works in 1949; £475. [C4005]

AUSTIN House, Worcester. Tel. 2368. [C4005]

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 2½-litre special coupe by Barker (1951), black with brown leather, 4,000 miles only, as new, £1,795. [C1022]

DAIMLER 2½-litre Consort (1952), black with brown leather, 10,000 miles only; £1,295. [C1022]

DAIMLER 2½-litre Consort (1951), black with brown leather, radio, heater; £1,150. [C1022]

DAIMLER 2½-litre Barker four-seater coupe (1950), black with brown leather, most attractive; £995. [C1022]

DAIMLER 4½-litre 7-passenger limousine, dark blue and black with cloth to rear, in good condition; £450. [C1022]

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service; 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022]

1950 Daimler 2½-litre saloon, excellent; £945. [C2023]

GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2023]

1938 Light 20 black Daimler saloon, two owners, taxed year, mechanically sound; £300; h.p. terms arranged.—Tel. Buckham 6196. [C6394]

DAIMLER

BROOKLANDS—Individually, new and used cars. **1952** Daimler 2½-litre d.h. coupe, choice of two, immaculate. [C1029]

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029]

1951 model Consort, maroon red leather, one owner, 8,000 miles only, chauffeur driven, taxed, spotless; £1,075.—Below

1947 2½-litre sun saloon, black, heater, radio, one owner, taxed, 42,000 only £725.—Welham, Surbiton Hill Rd., Surbiton, Esher 1875. [C0962/R]

1951 model Daimler Consort, 22,000 miles, black, radio, well maintained, one owner; £1,080 or near offer.—Whi. 5315, or evans 210, 2634. [C1068]

1952 Daimler Consort, 12,000 miles, radio, heater, immaculate; £1,225.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 5557. [C3006]

£845!!!—1949 Daimler 2½-litre saloon, faultlessly maintained throughout, many extras; 3 months guarantee; hire purchase, exchanges. [C2052]

L. AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1949 (Dec.) 2½-litre four-seater coupe, black, 12,100 miles; £900.—Jack Olding & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242. [C2050]

1948 Daimler 2½-litre saloon, 21,000 miles; £825.—British & Colonial Motors, Ltd., 15-14, Upper St., Martin's Lane, W.C.2. Temple Bar 5137. [C1027]

CAR'S MOTOR MART—1939 Daimler 2½-litre sports saloon, black, heater, 28,000 miles, one owner, superb, written guarantee—5 Warren St., W.1. Euston 4110. [C1040]

DAIMLER Straight Eight, 1939, excellent condition, beautiful modern lines; amazing value, quick sale £415.—Apply Ruding-Bryan, 60, Princes Gate Mews, S.W.7. Kni. 1141. [C6459]

JACK ROSE, Ltd.—1957 16hp Daimler 4-door saloon, reasonably clean inside and out, any examination; £275.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056]

£425—Daimler 2½-litre 4-light close-coupled sports saloon, black, in immaculate true Daimler condition; £150 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

1938 Daimler 16.2 5-seater sal., reconditioned engine, immaculate appearance inside and out; £425.—Thomas Motors, 117, London Rd., Kingston 6415; open evenings and week-ends. [C6310]

1950 Daimler drop head coupe 5-str. by Barker, mileage 20,000, superb condition, black and brown upholstery; £795, no offers.—Slum, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [C6667]

1940 one owner Daimler 18hp saloon, new engine fitted by Daimlers March, 1953, Daimler Co. being the only owner, superb condition; £595.—Slum, 19, Bennett Rd., Higher Crumpsall, Manchester, 8. [C6667]

365—Daimler, September 1939, 2½-litre saloon, blue, sliding head, leather, very good condition; terms, exchanges; list, open 8-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

DAIMLER 2½-litre Consort saloon, registered Dec. 1st, '50, black, brown upholstery, chauffeur maintained, in as new condition; £1,195.—Walker & Ward, Ltd., Daimler, Lanchester distributors, Warwick Place, Cheltenham, Tel. 3814-6. [C6586]

ROYS offer 1939 Daimler 18 saloon, carefully maintained and driven since new, no disappointments on viewing; £385; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Station), Euston 2700 and 8894. [C3059]

GUY ALFRED & Co., Ltd.—1947 2½-litre Daimler, fitted radio, can only be described as in Daimler condition; 1939 Daimler 24hp limousine, privately owned, 37,000 miles only; 1952 condition—6-7, Warren St., W.1. Euston 3268. [C1005]

BARKER drop head coupe, 2½-litre, registered May, d/h hood, upholstery and carpets unmarked, and general appearance as new; bargain, £975.—Tristram, Ltd., Daimler-Lanchester Distributors, Chester, Tel. 2592. [C6494]

1951 Daimler Consort, one owner, beautifully maintained example under 20,000 miles and finished in grey with red interior, radio and matching seat covers, reconditioned as necessary and guaranteed, demonstrations any time, anywhere; £1,175.—David Rosenfeld, Ltd. 1-5, Peter St., Manchester, 2. Tel. Bla. 4942. [C6756]

Daimler Cars Wanted

CAR'S MOTOR MART require carefully used Daimler—Euston 4110 and 5523. [W1040]

KIRKWOOD CARS buy most types of Daimler.—78, Streatham Hill, S.W.2. Tulse Hill 1289. [W2037]

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Daimler—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

7-PASSENGER 1937/38/39 privately owned EL24, also 1938/32hp Limousines required, cash waiting. Alpe & Saunders, Providence Court North Audley Street, Mayfair-591. [W1006]

H. F. EDWARDS urgently require good Daimler for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey. Tel. Epsom 9400. [W2001]

Daimler Spares and Service

PRESELECTION gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [C1045]

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherton Mews, S.W.7. Western 4541. [C6452]

CROYDON—Donald Vince & Co., Ltd., Daimler and Lanchester specialists, for sales and service.—Kidderminster Rd., Croydon 5775. [C0688]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Daimler Spares and Service

ARCOT ENGINEERING, Ltd.—Pres-selector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3, Kensington 7301. [0636/R]

KINGSTON-ON-THAMES—Daimler sales and service.—G. W. Wilkin, Ltd., 1, Weston Park, Kingston-on-Thames, Kin. 2241-2. [84053/R]

ALLEN'S, Victoria Rise, Clapham, S.W.4. Daimler and Lanchester appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0460/R]

LIMOUSINE, 1937/24hp, partition, widest occasional, private owner, carefully maintained, reasonable cost. **Alpe & Saunders**, Providence Court, North Audley Street, Mayfair-2941. [C1006]

DELAGE

BROOKLANDS—Individuality, new and used cars. 1951 series Delage D.6 saloon, mileage 9,000. 103 New Bond St., London, W.1. Mayfair 8351-6. [C1029]

Chippstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

Delage Spares and Service

SELBORNE'S, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. [0665/R]

DELAHAYE

SELBORNE'S, world concessionaires.—135M sedans, 275 miles only; greatly reduced price, £2,550.—25, Park St., W.1. [06506]

Delahaye Spares and Service

SELBORNE'S, World Concessionaires, engine and body repairs; parts supplied.—82, Park St., W.1. [0660/R]

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties.—33-35, East Dulwich Rd., London, S.E.22. New Cross 3704. [0610/R]

D.K.W.

4 D.K.W. cars for sale: One all-metal drop head one saloon, fabric; one cabriolet, fabric; and one completely rebuilt saloon.—Below.

B & M GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc.; repairs and overhauls our speciality.—B. & M. Garage, Ltd., 424, St. Michael's St., W.2. Paddington 6877. [0016/R]

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066/R]

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Haddenham, Essex. Tel. 58474/37127. [0192/R]

DODGE specialists, repairs, spares, exchange engine service.—L. A. Motors, Ltd., 424, St. Michael's St., W.2. Tel. Balham 2234. [0362/R]

FIAT

1940 500 4 seater at £299.—Below.

CLAIRMONTE BROS. always have several 500 Fiats from £200-£300, some with reconditioned engines.—Shanklin Rd., London, N.8. Mounview 5285. [0440/R]

FIAT 500, 1938, fully licensed, excellent condition, red coupe; £225.—Falls, Hunsford, Tiverton, Devon. Clay Hanger 255. [0603]

MAYFAIR GARAGES, Ltd., have a number of post-war Fiats actually in stock at time of going to press, all plainly price-ticketed in our showrooms.—Below.

MAYFAIR GARAGES, Ltd.—1951 500C ohv r/h drive hard top de luxe coupe, latest type front, Fiat blue with Continental basketwork Jones covers, auxiliary seat, extremely smart car with outstanding road performance; 3 months' guarantee; price £525.—Below.

MAYFAIR GARAGES, Ltd.—1949 (reg. June 1951) M 1100C 4-door pillared de luxe saloon, 1/h drive, reconditioned grey, very smart car with outstanding road performance; 3 months' guarantee; price £450.—Below.

MAYFAIR GARAGES, Ltd.—1949 500B ohv r/h drive convertible coupe, red, excellent car with outstanding and economical road performance; 3 months' guarantee; price £395.—Below.

MAYFAIR GARAGES, Ltd.—1947 500 de luxe hard top coupe, silver with leather upholstery, reconditioned engine, smart and economical car with outstanding road performance; 3 months' guarantee; price £325.—Below.

MAYFAIR GARAGES, Ltd.—Pre-war models include the following.—Below.

MAYFAIR GARAGES, Ltd.—Fully reconditioned 500 convertible coupe in primer grey, to be finished in customer's own colour scheme; 3 months' guarantee; delivery 1-4 weeks; price £350.—Below.

MAYFAIR GARAGES, Ltd.—1939 1100 508C genuine Italian-bodied Viotto drop head fourseater, blue, new head, excellent car with outstanding road performance; 3 months' guarantee; price £345.—Below.

MAYFAIR GARAGES, Ltd.—April 1939 500 2nd series supercharged de luxe convertible coupe, black, Arnott blower, very smart car with incredible road performance; 3 months' guarantee; price £325.—Below.

MAYFAIR GARAGES, Ltd.—1939 1500 de luxe 1/h drive 4-door pillared saloon, black with cloth upholstery, unusually well-preserved car in outstanding condition throughout; 3 months' guarantee; price £295.—Below.

MAYFAIR GARAGES, Ltd.—1938 model 500 de luxe convertible coupe, maroon, excellent condition with outstanding road performance; 3 months' guarantee; price £260 (choice of 3).—Below.

MAYFAIR GARAGES, Ltd.—Also many others; send for list and illustrated literature.—Below.

MAYFAIR GARAGES, Ltd., Fiat sales and service, Balderton St. (opp. Seifmans clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Saturdays 9-1. [C3009]

FIAT

FIAT 500, 1937, taxed, really outstanding condition throughout; £185.—Tel. Kin. 6745. [0591]

FIAT 11.00 pillared saloon, 1939, black, good; £300. Whiting, Five Belia, Billingsborough, S.E.10. [0679]

1940 Fiat 500 station wagon, fitted reconditioned engine, gear box and transmission, cellulose bronze, very attractive; £325.—Derrington, 159-161, London Rd., Kingston 5621-2. [C1071]

1939 Fiat 500 4-seater, gunmetal and blue, new hood, front suspension, etc. nearly new tyres, Dunlopillo upholstery, exceptional bargain at £260 o.n.o.—Ascot 163. [0581]

C. V. RUSHMER, the Fiat specialist.—1948 1100C saloon, r.h.d., £140 overhaul by makers, bills available, requires spares; £250; 1948 500 coupe, £395, many others.—39, Holland Park, W.11. Park 5731. [C5061]

FIAT 1100, first registered 1950, most attractive 4-door pillared saloon, head rolls completely back, this is a very special car and well worth inspection. £485.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4036]

Fiat Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Fiat.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MAYFAIR GARAGES, Ltd.—Cash for Fiats.—Balderton St., W.1. Mayfair 3104. [0695/R]

FIAT in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

FIAT 500 Belvedere station wagon wanted.—Miss Gell, Hawthorn House, Beaconsfield, Bucks. [0451]

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

Fiat Spares and Service

FIAT 500 trouble?—Try B.D.J. (England), Ltd., 65, Lowlands Rd., Harrow. Byron 6028. [0325/R]

PERFORMANCE CARS urgently require Fiat.—Railing, Great West Rd., Brentford, Middlesex. [W5041]

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc. guaranteed repairs.—S. & B. Motors, 165a, Westbourne Grove, W.11. Tel. Bay 1644. [0136/R]

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5651. Grams: Fiat, Wembley. [0909/R]

MAYFAIR GARAGES, Ltd.—£35, Fiat 500, fully reconditioned S/E engine; immediate delivery; Fiat repairs and renovations at competitive prices.—Mayfair Garage, Ltd., Balderton St., W.1. Mayfair 3104. Open 9-6, Sat. 9-1. [0632/R]

FORD (8 h.p.)

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Made Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

RAYMOND WAY OF KILBURN, the hire purchase specialists.

1949 Ford 8 Anglia saloon, one owner, cellulose and chromework in excellent condition; this car can be described as immaculate, fitted spot lights, defroster, can be recommended to a fastidious buyer; 369gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Made Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

ALLAN TAYLOR MOTORS, Ltd. offer:—

1947 Ford Anglia saloon taxed December; £265. High St., Wandsworth, S.W.18. Tel. Vandye 4357 (5 lines). [0457]

FORD (8 h.p.)

PERRY'S OF HARROW HAVE an excellent selection of post-war 8hp saloons available. PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot). [0099/R]

HENDON CENTRAL GARAGE, Ltd., offer:—

1949 Ford Anglia saloon, taxed year, as new throughout; £395.—Watford Way, Hendon Central N.W.4. Tel. Hendon 8084-5. [C2034]

1953 Ford Anglia, one week old, delivery mileage only.—Tel. Bury St. Edmunds 170. [0665]

FORD Anglia, as new, not run, fawn; offers over list by Saturday mid-day.—Simmons, Kensington 4205. [C4014]

1949 Ford Anglia saloon, black, green leather upholstery, low mileage and in excellent condition throughout; £375.

MAYFAIR CARRIAGE CO. Ltd., The Hyde, Edgware Rd., N.W.9. Col. 6082. [C5004]

1933 Ford 8 saloon, £85; also 1936 Ford 8 saloon in good condition; £125.—91, Garratt Lane, Wandsworth, S.W.18. Battersea 5770. [C4062]

£195—1939 Ford Anglia saloon, excellent condition. Le Grice Klers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

345 gns.—Ford Anglia, 1949 saloon, black, reconditioned engine, exceptional condition; choice 5 Anglias; terms, exchanges.—Rowland Smith, below.

395 gns.—Ford Anglia, 1951 saloon, black, one careful owner, terms, exchanges.—Rowland Smith, below.

95 gns.—Ford 8, 1934 saloon, black, good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hamstead Tube), Hampstead 6041. [C4018]

1949 Ford Anglia, black and green, a very nice car; £375.—Blue Star Garage, 65, Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051]

£235—Magnificent Ford 8 de luxe saloon, beautiful bodywork, smooth and quiet performance; whole vehicle looks twice double; 3 months' guarantee; hire purchase, exchanges.

L. Finchley Showrooms, 421/423, High Rd. Finchley N.12. Finchley 6221. (East Finchley Underground.) [C2052]

1949 Ford Anglia saloon, low mileage, excellent condition; £345; exchanges, terms.—Palmer, 4, Russell Gardens Mews, Kensington, W.4. Tel. Park 9704. [C3084]

1953 (March) Ford Anglia, perfect car in every way, extras include high quality loose covers, 5,000 miles; £475.—B. Bowen & Son Hillside Garage, Edgware, Tel. Edgware 4464. [C1023]

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. and 8-14, Meard St., Soho, W.1. Langham 1594-5.—1946-50 Ford Anglia saloons, low mileage all guaranteed; also earlier models. [0578/R]

1939 Ford 8 saloon, genuine one owner from new, small mileage car in really first-class order; £235 or £250 deposit, balance over 18 months, insurance, 50 cars always in stock, cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [0714]

Ford Eight Cars Wanted

C. M. THE CAR MART, Ltd., wish to purchase Ford 8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0172/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford 8.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

FORD (10 h.p.)

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Made Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

RAYMOND WAY OF KILBURN, the hire purchase specialists.

1938 Ford 10 4-door saloon, original black cellulose, this car is in excellent condition throughout comparable with its year, good tyres, fitted spot and fog lights, taxed year, 250gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Made Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047]

PERRY'S OF HARROW, HAVE an excellent selection of post-war 10hp saloons available. PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot). [0109/R]

ALLAN TAYLOR MOTORS, Ltd., offer:—

1950 Ford Prefect, leather upholstery; £445. High St., Wandsworth, S.W.18. Tel. Vandye 4455 (5 lines). [0716]

£398—Ford 10 1948 4-dr. sin. superb condition, small mileage; choice 3.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7, (50 yards Holland Park Tube.) Exchanges, h.p. [C1017]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (10 h.p.)

W. J. BROWN, Ltd.—Used Ford Specialists.

1953 (Jan.) Ford Prefect saloon, black, light brown leather, one owner, 6,600 miles, superb condition, taxed year, £575.**1950** (Jan.) Ford Prefect saloon, black, dark brown leather, most beautifully maintained, £470.

W. J. BROWN, Ltd., Established over 30 years.

339 Finchley Rd., N.W.5. Hampstead 4414. (C1025)

DAGENHAM MOTORS, Ltd., Ford main dealers.

1949 Ford Prefect, black, reconditioned engine; £450.**56** Rd Alington, Middx (Perivale 3388). And 6, 12, Bangley Rd., Catford, S.E.6 (Hither Green 3421).**£465**—Ford Prefect 1950, black, leather upholstery, smart condition throughout.**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone (C1006)**1949** Ford Prefect, black, 22,000 miles; £435.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. (C1077)**FORD Prefect**, 1951 (June), 20,000 miles, green, hide, extra export model, showroom condition; £470. n.o.—Box 8777. (C603)**1949** Ford Prefect, black/red leather, 5,000 miles, recon. engine, extremely good condition. £450.—Robbins, East Putney, Tel. 4561. (C3010)**ARTHUR E GOULD, Ltd.**, 200-202, Regent St. W.1. and 8-14, Meard St., Soho, W.1. Langham 1944-5.

—1949-50 Ford Prefect saloons, low mileage, all guaranteed. £579/R. (C423)

1952 5,000 miles, as new, taxed; £525.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3386. (C423)**£435**—1949-50 Prefect, immaculate condition, choice of 2.—O. P. (Baham), Ltd., 2c, Balmam Hill, S.W.12. (100 yards Clapham South Tube) Batt 1107-8-9. (C3034)**1952** Prefect de luxe saloon, beige, red leather, one fastidious owner, spare unused, taxed year, and indistinguishable from new; £500.—Reading 6730. (C572)**1948** Ford Prefect saloon, black, cloth upholstery, in very nice condition; £365; taxed.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8536. (C4059)**1947** Ford Prefect saloon, black with red leather upholstery, reconditioned engine fitted recently by ourselves; £365.—Cattermole's (Garages), Ltd., 79-85, Pentonville Rd., N.1. Tel. 1001. (C4059)**1951** Ford Prefect beige, red leather, one owner, low mileage, superb condition; £495; exchanges; hire purchase.—B. & H. Motors, 1464-6, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. (C1020)**ARCHIE SIMONS & Co., Ltd.**—1951 Ford Prefect, colour beige, leather upholstery, nominal mileage, one careful owner since new, in immaculate condition throughout; £495.—94, Gt. Portland St., W.1. Lan. 1343. (C4013)**W. J. REYNOLDS (MOTORS), Ltd.**, Main Ford dealers have among our stock of used cars of various makes a Prefect chassis with front doors and a bench type seat, 1948, so far unregistered, l.h.d., only 185 kilometres and therefore almost as new, ideal for special builder or for conversion to utility or other special body, covered by our usual guarantee; £250.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (15 lines). (C3065)

Ford Ten Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3434. (C1074/R)**MARSTON MOTOR Co., Ltd.**, for your Ford 10.—85a 8000 Seven Sisters Rd. Tottenham, N.15. (C1079/R)**WHY** accept less for your Ford Prefect saloon (1946-48 preferred) when you can get its full market value from **FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)**£475** cash waiting for best Ford 10 or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford 10.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)

FORD CONSUL

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.**1952** Ford Consul saloon, black, leather, heater, radio, loose covers, 15,000 miles, first-class condition, £695.

THIS car is available for demonstration anywhere, any time, hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C3042)**CAR MART, Ltd.****1953** Ford Consul saloon, heater, 100 miles; £515.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)**W. J. BROWN, Ltd.**, Used Ford Specialists.**1953** (March) Ford Consul saloon, Dorchester grey, red leather, heater, one owner, 2,700 miles, immaculate throughout; £795.**W. J. BROWN, Ltd.**, Established over 30 years.**339** Finchley Rd., N.W.3. Hampstead 4414. (C1025)

FORD CONSUL

PHILIP RICKARDS, Ltd., offer:—

1953 Ford Consul saloon, grey, heater, 1,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. (C3051)**WANSTEAD MOTORS, Ltd.**, offer:—**1951** Consul, radio, heater, 21,000 miles, opal; £645.**WANSTEAD MOTORS, Ltd.**, Cambridge Park, E.11. Wanstead 1000. (C4042)**HENDON CENTRAL GARAGE, Ltd.**, offer:—**FORD Consul 1951**, l.h.d., fitted radio, heater and loose covers, excellent condition; £625.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8094-5. (C2034)**1/4 AR SALES OF SOUTH HARROW** offer:—**FORD Consul**, 1952, radio, heater; £695.—30-56, Northolt Rd., South Harrow, Byron 5544. (C2056)**CONSUL 1954**, 2,800 miles, leather, heater, extras.—Tel. East 3074. After 6 p.m., Foots Cray 6388. (C2765)**FORD Consul 1952**, black, 7,500, heater, loose covers, overriders, dual Windtone horns, armrests, beautiful condition; £700.—Vigant 7836. (C6249)**1951** (Dec.) Ford Consul, l.h.d., green saloon, one owner, 19,000 miles, heater; £620.—Pad 5271. (C624)**CONSUL 1953** (March), 4,000 miles, black, radio, heater covers, taxed year; £815.—Jack Posner (Autos), 595, Hendon Way, N.W.4. Hendon 1423-4. (C3065)**1952** model (Nov., '51) Ford Consul, black, red leather, radio and heater, immaculate; £705.—Beils Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1185. (C1016)

Ford Cars Wanted

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Ford Consul.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)**PRIVATELY owned Consul**—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

FORD ZEPHYR

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.**1951** (June) Ford Zephyr Six saloon, green leather, heater, radio and loose covers, immaculate car; £735.

THIS car is available for demonstration anywhere, any time, hire purchase terms can be arranged.

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. (C3042)**CAR MART, Ltd.****1953** Ford Zephyr saloon, heater, 4,000 miles, £825.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. (C1039)**KAR SALES OF SOUTH HARROW** offer:—**FORD Zephyr**, radio, heater, carefully used; £745.—50/56, Northolt Rd., South Harrow, Byron 5544. (C2056)**DAGENHAM MOTORS, Ltd.**, Ford main dealers.**1953** Ford Zephyr, black, red, 5,000; £845.**1952** Ford Zephyr, blue, radio heater, 4,000; £785.**1951** Ford Zephyr, green, radio, heater, 20,000; £635.**56** Park Lane, W.1 (Regent 4866). 374, Ealing Rd., Alington, Middx (Perivale 3388). And 6, 12, Bangley Rd., Catford, S.E.6 (Hither Green 4821). (C1066)**1953** Ford Zephyr, three weeks old, 506 miles.—Tel. Winchester 2955. (C1010)**1953** (July) Ford Zephyr saloon, 500 miles.—Weybridge 600. (C4023)**1953** Ford Zephyr saloon, heater, 2,500 miles; £895.—British & Colonial Motors, Ltd., 13-14, Upper St. Martin's Lane, W.C.2. Temple Bar 3568. (C1027)**1952** (Sept.) Ford Zephyr saloon de luxe, leather, 7,000 miles only, immaculate condition; £795; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). (C1034)**NAYLOR & ROOT**—1953 Ford Zephyr saloon, stone grey, red hide (reg. June, 1953), 2,000 miles only, indistinguishable from new; £845; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Batt. 2252. (C3022)**1952** Ford Zephyr, black, fawn leather, radio, heater, loose covers, etc., 6,000 miles only; £775; many others; exchanges, deferred terms.—John S. Truscott Ltd., 175 Westbourne Grove, W.11. Bay 4274. (C4035)**645** gns.—Ford Zephyr, 1951 saloon, duo-green, leather, radio, heater, one owner, excellent condition, terms, exchanges; list; open 7-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

Ford Zephyr Cars Wanted

PRIVATELY owned Zephyr—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford Zephyr.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)

FORD (V.8)

GUY SALMON AUTOMOBILES offer:—**1950** Ford Pilot saloon, 28,000 miles, heater and radio, a very good example; £495.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)**£195**—1958 Ford V.8 30hp drop head coupe, very attractive; terms, exchanges.—Norman Autos, 554 London Rd. W. Croydon Tel. Tho. 4657 13979

FORD (V.8)

GE GENUINE post-war 1947 right-hand drive Canadian

Ford V.8 super de luxe sedan 4-door 6-seater saloon, immaculate black cellulose, staybright fittings, excellent brown hide upholstery, fitted reconditioned 32hp Mercury engine, balanced wheels, steering gear change, new look front, twin-tone horns, pass lights, radio, plus all-American fittings, most economical, serviced throughout, magnificent specimen, written guarantee; £550g, hire purchase, part exchanges.—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts, Harpenden 116. (C2000)

1951 Ford Pilot saloon, blue leather upholstery, excellent condition throughout, 14,500 miles, radio and heater; £625.—Bow 5390. (C563)**£195**—Ford V.8 81A model 4-door 7-seater utility, Dagenham body; exchanges, terms.—Palmer, 51, York St., Twickenham. Popesgrove 1890/7087. (C3034)**FORD Pilot 1950** saloon, excellent condition throughout, fitted radio and heater; £475.—Wheeler's (Newbury), Ltd., The Broadway, Newbury, Tel. 1023. (C661)**1950** Ford V8 Pilot, radio, heater, leather, superb condition, unmarked throughout, original finish; £550g.—A. E. Palmer Motors, Ltd., 12, Church St., Luton 4212. (C654)**£250**—1958 Ford V.8 22hp, in magnificent condition throughout, real hide interior, taxed till December; £90 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)**£595**!!!—Ford Pilot saloon, July, 1951, in black with tan leather, built-in radio and heater, one private owner since new and the whole car in quite exceptional condition.**£595**!!!—American Ford V.8 right-hand drive post-war model, Mercury engine, first registered 1949, massive mouth-organ front, leather interior, purchased locally, history known, outstanding mechanical order, radio, heater, etc.**CAMDEN MOTORS**, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

Ford V.8 Cars Wanted

C THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. (C1075/R)**ROWLAND SMITH'S**, the Car Buyers.—Highest cash prices for Ford V.8.—Hampstead (Tube), N.W.3. Ham 6041. (W4018/R)**UTILITY—FORD OR OTHER BODIES****FORDSON** 10cwt estate car, new, immediate delivery, 7-seater, fully folding seats; £610/5/10.**FERRARIS OF CRICKLEWOOD, Ltd.**, 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (C2008)**£215** bargain! 1941 Ford V8 22hp utility, excellent condition, any trial.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. (C1011)**1947** Ford Mercury shooting brake, 20 m.p.g., radio, etc., immaculate; £400 or exchange 16hp Land-Rover.—Franks, Stoughton Grange, Guildford 67056. (C6755)

AMERICAN FORD

On all matters of sales spare parts, repairs and service consult us, the sole concessionaires in the U.K., Lincoln Cars, Ltd., Gt. West Rd., Brentford, Tel. Ealing 4506/9. (C7049/R)**AMERICAN Ford V.8 Customs** (registered May, 1951) 4-door saloon, black, radio and heater, low mileage.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4856. (C4028)

Ford Miscellaneous Cars Wanted

R ROWLAND SMITH'S, The Car Buyers, highest cash prices for Ford.—Hampstead (Tube), N.W.3. Ham. 6041. (W4018/R)**SLOCUMBS** Ltd. Willenden 4969.**WE** wish to purchase clean and genuine Ford cars.—58-52, Dudden Hill Lane, N.W.10. (W4017)**FORD** in good condition for cash.—Tel. Valentine 2098 or 4674. (W2018)**FORDS** wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. (C823/R)**WANTED**, Ford 8/10, after 1936, saloon or tourer, no objection to repairs.**THE FORGE GARAGE (PETERSHAM), Ltd.**, 192, Petersham Rd., Petersham, Surrey. Richmond 1854. (W2011)**FORD 6/10** urgently wanted, 1936-40 model, good price for good car.—Harrow 1436. (W1064)**£700**/£750 cash waiting for best Zephyr or Consul or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)**H. F. EDWARDS** urgently require good Ford for immediate cash; distance no object; details please to—28, Upper High St., Epsom, Surrey, Tel. Epsom 9400. (W2001)

Ford Spares and Service

NORMAND, Ltd.**HAVE** your car serviced by the experts.**SATISFACTION** guaranteed.**NORMAND, Ltd.**, 405-9, King St., W.6. Riv. 3665. (C3038)**GUARANTEED**, reconditioned starters, 8hp £5/4, 10hp £5/11/4; dynamos, £4/15; despatched c.o.d. on receipt of old unit.—A. B. S., 11, St. Mary's Gate, Rochdale. (C3052)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Ford Spares and Service

ALLAN TAYLOR (MOTORS), Ltd.

HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts

VANDYKE 4433 (5 lines)

10514/R

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel Wandstead 2233), main Ford dealers, service and all spares. (10093/R)

WE have one of the biggest stocks of Ford spares in the country from model A, V.8 W.D. types and tractor to the current models. Ford reconditioned engines, reconditioned BB engines, etc.—W. J. Heyboulds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham, Rainham 770 (8 lines), And 66 High St., East Ham, E.6. Grangewood 1130. (85063/R)

FRAZER NASH

1933 Frazer-Nash Colmore Blackburn engine, body and works good, few owners.—Maude, 21, Upper Market St., Hove 48666 days. (6600)

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available written guarantee.—See under "Spares and Service" (C3041/R)

TYPE 526 2-litre engine complete with most accessories, manifolds etc., £55 or offer.—Nash, Tel. Park 7947. (6607)

BARTLETT.—Frazer Nash-B.M.W., very special 61cwt 80bhp 328 saloon, modified at cost of over £600; price £495.—27a, Pembridge Villas, W.11. (C1013)

245 gns.—Frazer Nash-B.M.W. 1937 model 2-litre convertible sports coupe, maroon, leather, very good condition; terms, exchanges.—Rowland Smith, below. (C4018)

195 gns.—Frazer Nash-B.M.W. 1936 2-litre fourseater drop head coupe, leather, very good condition; terms, exchanges; list, open 3-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube) Hamstead 6041. (C4018)

£375!!!—Frazer Nash-B.M.W. de luxe saloon, magnificent bodywork, tremendous chassis, 2-litre model, owned by enthusiast, and no one looking at this vehicle would possibly believe it to be 14 years old; 3 months' guarantee; blue purchase, exchanges; list, open 3-7 week-days and Saturdays.—High Rd., Finchley, N.12 Finchley 6221. (East Finchley Underground.) (C2052)

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Frazer Nash-B.M.W.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

HEALEY

HEALEY Tickford, rebuilt 1952, bronze red, 30,000; £595.—Berry, Hambleton, Selby, Yorks. (5534)

HEALEY Silverstone, '50, 14,000 miles, specimen; £1,750; part exchange and terms.—Before 10 a.m. Val. 4674. (C2016)

BROOKLANDS, Sole Concessionaires, Healey "Still the world's fastest 4-seater saloon." New saloon, coupe and convertible 3-str.; delivery from stock. (C1013)

1952 Healey Tickford saloon; 9,600 miles; heater. (C1013)

1951 Healey Tickford saloon; one owner; radio. (C1013)

BUY or sell your car at 103, New Bond St., London, W.1 Mayfair 8351-6. (C1029)

BARTLETT.—Healey 100mph standard sports 4-seater, 26mpg, superb condition, choice of two at £375 and £625.—27a, Pembridge Villas, W.11. Baywater 0525. (C1013)

SEPT. 1950, Healey Silverstone type E, under 3,000 miles guaranteed, on owner's condition as new, never raced £930.—Pratt, Redhill, Narborough, Leics. Tel. Nar. 3257. (C260)

DAVIES MOTORS, Ltd.—Used and new Healey drop head coupe models for immediate delivery from stock.—287, London Rd., Staines, Tel. Staines 4211-2-3-4-5 or (private) Walton-on-Thames 1562. (C1080)

MANAGING Director's superb 1951 streamlined coupe, maintained regardless, with perfect green paintwork, radio, heater; designed for 8 and mass of luggage at high speed with great economy; one of the most striking cars in England; £1,200.—Brook, day Th. 6262, evening Oxted 141. (6602)

Healey Cars Wanted

SILVERSTONE wanted for cash.—Valentine 2098 or 4674. (W4018/R)

RICHARDS & CARR buy Healeys.—55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (W3045)

BARTLETT.—Healey Abbott coupe urgently required.—27a, Pembridge Villas W.11. (W1013)

PERFORMANCE CARS urgently require Healeys.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Healey.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts, A Welwyn 461-2, urgently require Healey cars, all models. (W1001)

HILLMAN 10

RAYMOND WAY

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the Hire-Purchase Specialists.

1939 Hillman Minx saloon, colour black, two owners since new, engine recent top overhaul, tyres almost new, unused spare, taxed year; 289gns. £1,100 purchase terms on the spot with no references. No formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from. (C4047)

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 0044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). (C4047)

ACRES offer:—

1952 Hillman Minx d/h coupe maroon with red leather, heater and radio, practically unmarked. £665. (C1008)

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2, Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd. S.W.4. Tel. Macaulay 2211-2. (C1008)

CAR MART, Ltd

1952 Hillman Minx phase V saloon, radio, heater, 5,000 miles; £715.—Car Mart, Ltd., 150, Park Lane, W.1, Grosvenor 3434. (C1039)

B. J. HUNTER, Ltd. offer:—

1950 Hillman Minx saloon, special export model; £495. (C2040)

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2, Tel. Gladstone 6303. (C2040)

WARWICK WRIGHT, Ltd. offer:—

1951/53 Hillman Minx saloons and convertible coupes, many fitted heater radio, all low mileage, from £505. (C4045)

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1, Mayfair 9761. (C4045)

KNIGHTSBRIDGE MOTORS, Ltd

1951 Hillman Minx saloon, black with brown leather, 15,000 miles, only, radio, heater, one owner, first-class condition throughout. £665. (C2063)

3, Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. (C2063)

CHARLES POLLETT, Ltd. offer:—

1951 Hillman Minx sal., black, beige interior, one owner, regularly serviced and carefully driven; offered at keenly competitive price, £565. (C2010)

18, Berkeley St., W.1, Mayfair 6266. (C2010)

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9, Cunningham 5956. (C2010)

MEBES & MEBES, Ltd. (Est. 1895) offer:— (C5012)

1948 (Aug.) Hillman 10hp drop head fourseater coupe, slate grey, blue leather upholstery, loose seat covers; moderate mileage, unmarked, one owner; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. (C5012)

J. DAVY, Western 9641 and Kensington 1108. (C1069)

400 miles.—1955 Hillman drop head coupe; exchanges welcomed. (C1069)

180, Kensington High St., and 215, Brompton Rd., S.W.3. (C1069)

ANDOVER MOTOR CO., Ltd., Andover, Hants 3405. offer:— (C1017)

1949 Hillman Ph. III, black/light blue cloth, fully overhauled; £465. (C1017)

1951 Hillman Ph. IV, pastel blue-dark blue in extremely nice condition at £600. (C1017)

1951 Hillman Minx left-hand drive, 17,000 miles; £510. (C1017)

OVER HALL GARAGES, Ltd., Staines Rd., Bedford, Middlesex. Ashford 2523. (C1017)

£395.—Hillman Minx, 1947, black, smart bodywork and interior condition. (C2008)

FERRARIS, of Cricklewood, Ltd., 209-220, Cricklewood Broadway, N.W.2, Gladstone 2234. (C2008)

£198.—Hillman 10 1937 saloon, very well kept, tyres as new, very smart and economical. (C1017)

£325.—Hillman 10 1939 drop head coupe in really exceptional condition throughout, all, cellulose, chrome and hood as new, good tyres, taxed year; many others. (C1017)

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11, Park 5086-7 (50 yards Holland Park Tube). Exchanges, h.p. (C1017)

1953 series Hillman Minx saloon, as new, 5,745 miles; £738.—Sharwood Motors, Ealing 1475. (C1017)

1952 Minx Mk. V, Sept. 9,000, blue, as new, over £120 worth extras; £720.—Elmbridge 1275. (C1017)

1953 Hillman Minx Mk. VI, 1,400 miles only, carefully run in, brand new condition; £755. (C1017)

Also Estate wagon, low mileage, as new; £795 for quick sale.—Tel. Aldershot 1565 business hours, or write Box 9810. (C1017)

1940 Minx saloon, 1145 reconditioned; £550.—Speedsters Ltd., Horley 628 (See Sports Car column). (C4020)

1947 Hillman Minx saloon, one owner, excellent; £305; 3 months' guarantee; terms and exchanges. (C4054)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

CASSIDY'S MOTOR MART.—One owner 1939 14 Hillman saloon de luxe, written guarantee.—S. Warren St. W.1 Euston 5523. (C1040)

1953 (July) Minx, mid-green, over-riders, covers, heater, 500 miles, nearest offer; £795; replies acknowledged.—Box 8785. (C635)

HILLMAN 10

1949 black Hillman Minx in immaculate condition complete with seat covers; on view at The Tollgate Garage, Gravesend.—£500, o.n.o. (6643)

1948 phase II Minx saloon, black, excellent condition; £465.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (C4004)

HILLMAN Minx, 1947, d/h coupe, one owner, mechanically good, 355gns.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4612. (C1041)

1953 Hillman Minx Mk. VI estate car, 1,800 miles; £795.—British & Colonial Motors, Ltd., 13, 14, Upper St., Martin's Lane, W.C.2, Temple Bar 358. (C1027)

1939 Hillman Minx de luxe saloon, mechanically excellent, exchanges, terms, £195.—Palmer, 53, York St., Twickenham, Popesgrove 1890/7087. (C3034)

1950 Hillman Minx saloon, Mk. IV, d/h coupe, one owner, professional inspection invited; heater, fog-lamp; £665.—High Meadow, Hyde Heath, Atherston. (C652)

1951 model Mark IV saloon, fawn with red leather, fitted with heater and Frim Rier, in excellent condition throughout; £585.—Robbins, East Putney. Tel. 4581. (C3010)

1951 (October) Hillman Minx saloon, black, red leather, heater, 11,000 miles; immaculate condition; £685.—Vanderveils, 215, Haverstock Hill, N.W.3. Primrose 4441. (C4037)

1947 Hillman Minx 4-door saloon, black, brown leather, recent overhaul, good condition throughout, guaranteed £295.—Kings Motors, 1, High St., Hounslow. Tel. 3532. (C2049)

NAYLOR & ROOT.—1952 Hillman Minx Mark 5 saloon, ice blue, heater, 12,000 miles, unmarked; £685; written guarantee.—35, East Hill, Clapham Junction, S.W.11, Batt. 2252. (C3022)

£169.—1937 Hillman 10 4-door de luxe, bargain; choice of two.—G.P. (Bainham), Ltd., 2c, Ealham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-9. (C2064)

1949 Phase II Hillman Minx saloon, condition really immaculate, any trial; £485.—Cattermole (Garages), Ltd., Rootes Agents, 79-89, Pentonville Rd., N.1. Ter. 1001. (6502)

1947 Model Hillman Minx saloon, blue, one owner, exceptional condition throughout; £410.—Broadway Motor Co., 48-50, Hatfield Rd., Wimbeldon, S.W.19, Liberty 2494. (6723)

1952 (Sept.) Hillman Phase V saloon, heater, seat covers, low mileage, spare unused, one owner in spotless condition; £700.—Loadsons Garage, Royston, Herts. Tel. Royston 2281. (6450)

1939 Minx de luxe saloon, exceptional condition just refitted, new fitted carpet, heater, etc.; £275 o.n.o.—Tel. Mill Hill 2351. (6506)

1948 Hillman Minx drop head coupe, grey, beautifully maintained, reconditioned only just fitted; £485.—R. S. Currie & Co., Ltd., 105, Westbourne Grove, W.2, Bayswater 5854. (W1065)

£250!!!—1944 Hillman Minx 10hp saloon, one owner, genuine bargain; exchanges; 20 others.—Trafford Motors, Ltd., 155, High St., South East Ham, E.6. Tel. Grangewood 5854. (C4032)

645 gns.—Hillman Minx, October 1951 Phase V drop head coupe, black, one owner, small mileage, spare unused, exceptional condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C1017)

PRIDE & CLARKE, Ltd.—1951 Hillman 10 convertible, blue/red leather, 17,000 miles; £569; 1949 saloons, green/grey or black/brown leather, one owner, choice three from £469, 1947 blue/blue interior, heater, radio, choice two from £559; three months' guarantee; terms, exchanges, lists.—Stockwell Rd., S.W.9. Brixton 6251. (C1068)

HILLMAN 16

1934 Hillman 16, very nice, roomy saloon; £125. (C3035)

MAGDALEN MOTORS, 511, Trinity Rd., Wandsworth Common, Battersea 5973. (C3035)

Hillman Cars Wanted

C THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1, Grosvenor 3434. (0871/R)

R ROWLAND SMITH'S, The Car Buyers, Highest cash prices for Hillman.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

R ROOTES, Ltd., (C4014)

R DISTRIBUTORS. (C4014)

R REQUIRE modern low-mileage Hillman cars. (C4014)

R BIRMINGHAM.—Lower Temple St. (Central 8411.) (C4014)

R MANCHESTER.—129, Deansgate. (Blackfriars 6677.) (C4014)

R MAIDSTONE.—(Maidstone 5535.) (C4014)

R CANTERBURY.—(Canterbury 3252.) (C4014)

R ROCHESTER.—(Chatham 2231.) (C4014)

R WROTHAM Heath.—(Borough Green 4.) (C4014)

R ROOTES Ltd., Devonshire House, Piccadilly, W.1, Tel. Grosvenor 3401. (0108/R)

R SLOCUMBER, Ltd., Willesden 4669. (W4017)

WE wish to purchase clean and genuine Hillman cars.—36-52, Dudden Hill Lane, N.W.10. (W4017)

PRIVATELY owned Minx.—5, Beae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W0597)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Hillman Cars Wanted
PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 121. [W5044]

C. A. PETO Ltd., 42, North Audley St., W.1. wish to purchase immediately late model Hillman Minx. May, 1951. [W5045]

WHY accept less for your Minx or estate car (1946-48 preferred) when you can get its full market value from

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone [W2008]

£650 cash waiting for best Hillman or similar car offered—54, Streatham Hill, S.W.2. Tel. Hill 2676. [W5016]

H. F. EDWARDS urgently require good Hillman for immediate cash; distance no object; details please to—19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. [W2059]

BIRMINGHAM and Midlands.—Low mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham and Lower Temple St., Birmingham, 2. [W088/R]

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models Hillman saloons and coupes.—H. Crisp & Co., Ltd., Parliament St., Nottingham. Tel. 46551. [W053/R]

Hillman Spares and Service
NORMAND, Ltd.

HAVE your car serviced by the experts.
SATISFACTION guaranteed.

NORMAND Ltd., 405-9, King St., W.6. Riv. 3665. [W0557]

LONDON & COUNTRIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works servicing, rebodying and complete overhauls; spare parts stocked.—79-91, New King's Rd., Fulham, S.W.6. Renown 1185. [W0676/R]

CARRIS MOTORS for Hillman spares and service.—Levisham Bridge, S.E.13. Lee Green 8585 [W720/R]

BARKING—For full stocks of spares and genuine service for Hillman owners come to Albion's Garage, Ltd., 105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [W0436/R]

HOTCHKISS

GE (June) 3½-litre Paris-Nice Hotchkiss 4-door de luxe saloon, beautiful immaculate coachwork in metalised Pearl and maroon cellulose, chromium-bright fittings, best quality blue leather upholstery, trimmings to tone, polished fascia panel and fliets, equipped close-ratio manual gear box, twin carburetors, Brooklands steering wheel, heater, demister, latest type Lucas twin-tone horns and spotlights, Marchal head lights, superb performance, magnificent specimen; written guarantee, £450; hire purchase, part exchange;—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

METCALFE & MUNDY, Ltd.

1950 Hotchkiss Paris-Nice model 4-door saloon, Cotal gear box, low mileage, excellent condition; £1,050—280, Old Brompton Rd., S.W.5. Freemantle 5471. [W3064]

HAROLD RADFORD & Co., Ltd.

1950 (November) motor show model, 1951 series, 3½-litre Paris-Nice Hotchkiss 4-door saloon, grey with red leather upholstery and grey piping, Cotal electric gear box, heater, radio and demister, speedometer reading 25,844, in excellent condition throughout; price £1,075. [W498]

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642. [W498]

CLAND & TABOR, Ltd., Welwyn By-Pass, Herts. Welwyn 481-2, offer:—

1936 Hotchkiss 3½-litre Paris Nice saloon, black/brown, beige leather, very good order; £955. [W1001]

GUY ALFREDS & Co., Ltd.—1940 Hotchkiss 10hp drop head fourseater, superb order.—6-7, Warren St., W.1. Euston 3268. [W1005]

H.R.G.

GE (November) 1.496cc H.R.G., famous ex-Ray Brock Spa coupe, with fully streamlined hard top aluminium aerodynamic 2-seater coachwork, finished immaculate British racing green, upholstered green-piped fawn leather, carpets to tone, chromium fittings; specialities: detailed comprehensive instrument layout, five radio, windscreen washer, etc., mechanically superb, 8:1 compression ratio, Amal racing carburetors, 6 V petrol pumps, racing gear box, Doughty hydraulic rear suspension, racing wheels, etc., maintained regardless, full history available, over 10mph has been claimed, numerous racing successes include winning team award Belgian 24-hour race, written guarantee; 419gms; hire purchase, part exchange;—Geoffrey Edwards, Ltd., Amenbury Lane, Harpenden, Herts. Harpenden 118. [W2000]

H.R.G. Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for H.R.G.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares
SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

SPARE parts

SERVICE Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [W094/H]

1951 Humber Hawk saloon, blue; £895.

GORDON CARS (LONDON) Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2010]

KAR SALES OF SOUTH HARROW offer:—

HUMBER Super Snipe, excellent order throughout; £450.—50-56, Northolt Rd., South Harrow Byron 5544. [C2050]

DAGENHAM MOTORS, Ltd., offer the following car:

1952 Humber Pullman limousine, 16,000; £1,550.

56 Park Lane, W.1. Regent 4864; 374, Ealing Rd., Alperton, Middx, Perivale 5588 and 6, 8 and 12, Sangley Rd., Catford, S.E. 6. Hither Green 4821. [C1066]

HUMBER Super Snipe, Oct. 1952, 6,000 miles, black/red leather; £975.—Ilford Motor Co., Ilford 7551/0681. [W681]

1950 Super Snipe touring limousine in excellent condition throughout; £715.—Wray Park Garages, Reigate 2263. [W694]

1947 Humber Super Snipe saloon, black, beige upholstery, loose covers fitted, radio, first-class condition throughout; £395.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004]

HUMBER Super Snipe, May, 1953, run 2,000 miles only, fitted with radio and heater, £1,400.—Derham 408, Derby Rd., Epsom, Notts. [W192]

HUMBER Hawk, '51 model, nominal mileage one owner, £675; part exchange and terms.—Before 10 a.m., Val. 4674. [C2018]

£195—1939 Humber 16 4-door de luxe saloon, fitted Snipe engine, £30 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

£565—Super Snipe Mark II, 1949, extremely smart and mechanically excellent.—Richards & Carr, 85, Kinnerton St., Wilton Place, London S.W.1. Sloane 5424. [C3045]

1949 Super Snipe, black, brown leather, radio, heater, outstanding in all respects, choice of two; £235.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tuise Hill 1288. [C2087]

17000 miles.—1949 Humber Super Snipe, black with brown hide upholstery, one owner, carefully used.—Broadway Motors, 67, High St., Hounslow, Hou. 0175. [C1028]

1951 Humber touring limousine, black, moderate mileage, one owner, as new; £800.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. [C4011]

1948 Humber Super Snipe saloon, excellent condition, good tyres, taxed year, i.h.d., bargain; £325.—L. F. Dove, Ltd., Guildford Rd., Woking, Tel. 1282. [C1078]

ARCHIE SIMONS & Co., Ltd.—1949 Humber Super Snipe saloon, colour grey, hide upholstery to match, nominal mileage, in excellent condition throughout; £675.

1947 Humber Super Snipe, colour black, fitted attractive loose covers and factory reconditioned engine, one owner only, fine example of a fine car; £475.—94, Gt. Portland St., W.1. Lan. 1543. [C4013]

1951 Hawk S/R saloon, black/red, hide, heater, really excellent condition; £780.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

HUMBER Hawk, 1951, 15,000 miles only; beautifully finished; immaculate inside and out; 785gms.—Car Bros. Garages, Ltd., High St., Farnley, Surrey. Uplands 4812. [C1041]

JACK ROSE, Ltd., offer: 1952 (August) Humber Super Snipe saloon, in black 10,000 miles, one owner; cost £1,650, accept £975.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

1950 Mark III Humber Hawk saloon, under 20,000 miles, set of new tyres, one careful owner, immaculate condition; £625.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [W720]

HUMBER Super Snipe, first registered 10.6.52, bronze with red leather, fitted with heater, mileage 7,500.—James Windsor & Son (Marefield), Ltd., Nottingham Rd., Marefield, Tel. 2401-2. [W675]

HEARSE Phase III (unregistered) 3-door, 6-Bearer, a lavish equipment, exclusive design, ready service, reasonable cost, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006/1]

1949 Super Snipe saloon, grey, 33,000 miles, £600.—Viscountess Roynce, Burwarton House, Bridgnorth, Shropshire. Burwarton 203. [W740]

HUMBER Imperial saloon, black, 1939, radio and heater, loose covers, chauffeur maintained, mechanically 100% indistinguishable from new car; £375.—Campbell Symonds, Wembley 6262. [C1037]

HUMBER Imperial, Dec., 1950, 7 seats without division, black, heater, 3 months' guarantee; £995.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5229 (5 lines). [C1050/1]

1951 model Humber Hawk saloon, big engine, black with red upholstery, one owner, excellent condition throughout; £695.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

£615—Specimen 1949 Humber Hawk saloon, black, guaranteed low mileage, everything sparkles and mechanically it is superb.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C3025]

HUDSON

DICKS
1939 saloon 17hp steering column change, excellent condition; £295.

DICKS CAR SALES, Ltd., 485-491, High Rd., Kilburn, Maida Vale 6888-9. [C1072]

Hudson Spares and Service
MANCHESTER—Hudson spares and repairers

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [W0861/R]

MANCHESTER—Distributors of Hudson cars; large stocks of spares; repairs and overhauls.—Ardwick 4361/7.

WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. [W0516/R]

£285—1940 Hudson Country Club saloon, black, brown hide, excellent runner, smart appearance; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024]

SPKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines, spares and service; quote chassis number.—83-101, Heath Rd., Twickenham, Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [W0569/R]

£345—1939 Hudson 16.9hp drop head fourseater coupe, late type model, steering column gears, built-in radio, heater, fog and pass lights, leather upholstery, an excellent specimen of this scarce and desirable series, which is so justly famed for its performance and low running costs.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

£395—Hudson 22hp model 92 4-door de luxe saloon, special sea grey finish with plaid interior, almost unmarked, recent complete engine and gear box O/H, tyres almost new, late type gear change, engineer maintained, over 20 m.p.g., unusual opportunity: a 1939 with 1950 appearance and condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.1. Tel. 1066-7 (50 yards Holland Park Tube). Exchanges, h.p. [C1017]

HUMBER

ACRES offer:—

1949 Humber Super Snipe, green and brown leather, heater and radio, beautifully kept and maintained; £625.

ACRES AUTO, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tuise Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1002]

CAR MART, Ltd.

1951 52 Humber Hawk saloon, heater, 12,000 miles; £485.

1951 Humber Super Snipe saloon, 7,000 miles; £865.

1952 Humber Super Snipe saloon, radio, heater, 11,000 miles; £995.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1037]

CYRIL SHEPPARD offers:—

1943 Humber Snipe (19hp) one owner, low mileage, excellent throughout; £475.—Sheppard's Hill, Reading. Sonna 2345. [W1634]

B. J. HUNTER, Ltd., offer:—

1953 Humber Hawk saloon, 2,000 miles only, positively as new; £975.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6365. [C2040]

TOM GARNER, Ltd., offer:—

1952 Humber Super Snipe Mark III saloon, bottle green with beige upholstery, heater, radio loose covers, 4,000 miles only; £1,095.

1952/3 Humber Imperial Mark III 7-passenger saloon, black with brown leather, 350 miles only; £1,545.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020]

H. A. SAUNDERS, Ltd., offer:—

1952 Humber Super Snipe saloon, black with red upholstery heater, recorded mileage 9,500; £1,095.

836—842, High Rd., N.12. Hillside 5272 (8 lines). [C3027]

WARWICK WRIGHT, Ltd., offer:—

1951 53 Humber Hawk saloons many fitted radio heater, all low mileage; from £845.

1952 Humber Imperial saloon, black, 16,000 miles; £1,395.

1952 Humber Hawk touring limousine, black radio and heater, 17,000 miles; £895.

1952 Humber Super Snipe saloon, heater, black, 4,000 miles; £1,075.

1953 Humber Super Snipe touring limousine, black, radio and heater, 1,000 miles; £1,475.

WARWICK WRIGHT, Ltd., 150 New Bond St., W.1. Mayfair 9761. [C3045]

GUY SALMON AUTOMOBILES offer:—

1951 Humber Super Snipe saloon, matt bronze/brown leather, radio, 12,000 miles from new, faultless condition throughout; £845.

1951 (series) Humber Super Snipe saloon, black, brown leather, 30,000 miles, heater, excellent specimen; £735.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

CHARLES FOLLETT, Ltd., Special offer:—

1951 Humber Hawk Mark IV sal., black, one owner, 8,000 miles only; heater, loose covers, fog lamps, excellent condition; guaranteed; £795.

18, Berkeley St., W.1. Mayfair 6266.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER
AUTOMOBILE & AIRCRAFT SERVICES, Ltd.,
offer:—
ROOTES Group Dealers.

1950 series Humber Super Snipe, metallic grey; this car is in immaculate condition throughout, one owner, nominal mileage, £675.
1950 Humber Hawk saloon, bronze, red upholstery, heater, really immaculate condition, £675; p/w and h.p. facilities.
MARLBOROUGH Works, Kenton. Tel. Wordsworth 7805 (5 lines). [C1006]

CAMDEN MOTORS for Humber.—Super Snipe drop head four-seater coupe, 1939, almost identical to post-war, a handsome, powerful car, with most impressive performance, suitable for really fast touring, £295.
CAMDEN MOTORS for Humber.—Super Snipe saloon, Feb. 1947, two private and fastidious owners, whole car in attractive condition, engine recently overhauled, exceptional value, £445.

CAMDEN MOTORS for Humber.—Pullman limousine, July 1948, one private and fastidious owner, an immaculate low mileage car, maintained and serviced since new by Rootes distributors, fitted heater and brand new set of Avon H.M. tyres, widest occasional; £795.
CAMDEN MOTORS for Humber.—Pullman Phase II limousine, 1950, late type model, widest occasional, twin heaters, new look body styling, well maintained and in very nice condition; exceptional bargain at £1,045.

CAMDEN MOTORS for Humber.—Pullman Phase II limousine, 1949, similar body styling to above, genuine one owner car since new, fastidiously and expertly maintained, interior fitted special tailored seat covers, upholstery itself quite as brand new, new set of Port Dunlop, £695.
CAMDEN MOTORS for Humber.—Pullman Phase III limousine, 1952, originally cost £2,490 a little over 12 months ago, negligible mileage and in beautiful condition throughout, with speaker front and rear, twin heaters, etc. £1,495.

CAMDEN MOTORS for Humber, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

1952 Humber Pullman estate car, finished in natural wood and satin bronze, 4,000 miles only, the largest and most luxurious utility.—Taylor & Crawley, 43, Kensington Court, W.8. Western 6015. [C4056]

1948 Humber Hawk saloon, steering column change, very nice condition, fitted radio, heater and Ace Rimbellishers; £525.—Cattismoles (Garages), Ltd., Rootes Agents, 73-79, Pentonville Rd., N.1. Tel. 1001. [C6501]

HUMBER touring limousine, 5 seats with division, reg. May, 1952, black with heater and radio, 13,000 miles, 3 months' guarantee; £1,050.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050]

LIMOUSINE, 1947, Pullman, partition, forward occasional, black, mileage 28,000, original private owner, £735. Another similar, £685.
LIMOUSINE, 1949 (new look) Pullman, black, partition, leather throughout, bargain, selection from £895.

LIMOUSINE, 1950/51, partition, forward occasional, leather throughout, radio, heater, small mileage, low cost.
8000 miles 1952 Imperial 7-passenger Black Saloon, leather, Radio, Heater, unblemished, £1,570. Alpe & Saunders, Providence Court, North [C1006]

Street, Mayfair-2941.
Humber Cars Wanted

C
M
THE CAR MART Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 124. [0872/R]

R
ROOTES, Ltd.,
DISTRIBUTORS,
REQUIRE modern low-mileage Humber cars.

BIRMINGHAM—Lower Temple St. (Central 8411).
ROCHESTER—(Chatham 2231).
WROTHAM Heath.—(Borough Green 4.)
MAIDSTONE—(Maidstone 3333).

M
MANCHESTER—129, Deansgate. (Blackfriars 5677).
CANTERBURY—(Canterbury 3252).
R
ROOTES Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 5401. [0106/R]

R
ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Humber.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

HUMBER in good condition for cash.—Tel. Valentine 2098 or 4674.
PHENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044]

PRIVATELY owned Hawk—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. [W2037]

1949-51 Humber Pullman limousines wanted.—Particulars, mileage and price to Woodall Nicholson, Ltd., Well Lane, Halifax. Tel. 4231. [0530/R]

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 190-194 Newhall St., Birmingham and Lower Temple St., Birmingham. 2. [0086/R]

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models; send full particulars.—R. Cripps & Co. Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553/R]

7-PASSENGER 1946/48/50/51 Limousines and Imperial Saloons, also private 1938/39 Limousines required immediately, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Humber Spares and Service
DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780/R]

THE Humber Specialists for all spares.—Ring Uplands 5637. See advt. under Parts & Accessories. [0336/R]

INVICTA
BARTLETT—Invicta Classic 100mph low chassis 2-4-seater, rebuilt at cost of over £500; price £475.—27a, Pembridge Villas, W.11. [C1013]

JAGUAR
HENLYS, Ltd.,
ENGLAND'S Largest Jaguar Distributors,
SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267).
HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).
DEPOTS at:—
M
MANCHESTER (Blackfriars 7843).
B
BRISTOL (Bristol 21326).
B
BOURNEMOUTH (Bournemouth 6314).
N
NORTHAMPTON (Northampton 9071).
C
CAMBERLEY (Camberley 77).
H
HOUNSLOW (Hounslow 3454).
F
FINCHLEY (Finchley 0081).

G
GREAT WEST Rd. (Ealing 3477). Official Jaguar Service Station.
G
GUILFORD (Guilford 4141).
H
HENLYS, Ltd., England's Leading Motor Agents. [0087/R]

ACRES offer:—
1951 Jaguar XK120 roadster, green with leather upholstery to match, heater, radio, many extras; £375.
1950 Jaguar 3½ saloon, black with brown leather, heater and radio, as new; £550.

G
GROS AUTO, Ltd., 136, Breams Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.8. Tel. Maccay 2211-2. [C1006]

S
SLOCOMBES, Ltd., Willesden 4869.
XK120 1951, low mileage, bronze; £1,035.
XK120 1951, G conversion, bronze; £1,125.

M
MARK VII, 1952 (July), 12,000 miles, immaculate; £1,545; the above are open to A.A./R.A.C. inspection and offers will be considered; part exchanges and hire purchase available; existing accounts settled; we close at 7.30 p.m. (Saturdays 6 p.m.).
W
WRITE, call or telephone.—Slocombes, Ltd., 38-52, Dudden Hill Lane, N.W.10. [C4017]

GUY SALMON AUTOMOBILES offer:—
1952 (Dec., '51) Jaguar Mark VII saloon, very dark green/green leather, special chromium-plated Ace perforated discs, 18,000 miles, one owner, expertly maintained; £1,450.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001]

K
KAR SALES OF SOUTH HARROW offer:—
JAGUAR 3½ 1948 drop head four-seater; £550.—50-56, Northolt Rd., South Harrow, Byron 5544. [C2056]

H
HENDON CENTRAL GARAGE, Ltd., offer:—
1950 Jaguar Mark V 2½-litre saloon, fitted radio, heater and taxed year, low mileage, absolutely unblemished; £850.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8064-5. [C4034]

H
M. BENTLEY & PARTNERS, Ltd., offer:—
170 miles Jaguar Mark VII, black and brown, £1,850.
9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018]

J
DAVY, Western 9641 and Kensington 1108.
303 miles, Jaguar Mark VII saloon; exchanges welcomed.
180/2, Kensington High St., and 215, Brompton Rd., S.W.3. [C1069]

P
PARADE MOTORS (MITCHAM), Ltd., offer:—
JAGUAR 100 1938 2½-litre, black and red, engine just reconditioned, yet to be run in; £465.
P
PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham, Tel. Mitcham 3392. [C3056]

1953 Mark VII, black, 10,000 miles, radio; £1,675.
1951 XK120, black, perfect condition, not raced; £1,075.—Mansfield Autos, Ltd., Euston 2587. [C5001]

JAGUAR Mark VII saloon, 1½, drive, genuine mileage 10,000; £1,350 or near.—Renown 6174. [C6240]

1953 (July) Jaguar Mk VII saloon, black, 500 miles; £1,995.—Poplars, Dutton, Northants. [0569]

1939 Jaguar 1½ saloon, guaranteed; £255.—Oldfield, 366, Kensington High St., W.14, Wes. [C3029]

1953 Jaguar XK120, registered June, 650 miles; perfect condition; £1,650; no offers.—Box 8781. [6627]

B
BEARDS OF KINGSTON, Jaguar specialists, sales, spares repairs.—103, London Rd., Kingston, Tel. Kin. 3348. [0081/R]

£595—1949 Jaguar 3½-litre saloon, carefully maintained.—Autowork Ltd., Winchester. [C1010]

JAGUAR

1953 (July) Jaguar Mark VII saloon, 150 miles only, black, red leather, taxed year; £1,825; choice of 2.
R
RIPCO, Ltd. (Jaguars purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952-3-4. [C3052]

BARTLETT—Jaguar 1950 XK120, small total mileage, exceptionally well maintained; £925. 27a, Pembridge Villas W.11. [C1013]

1947 Jaguar 1½ saloon, black, grey leather, an extremely attractive car, very well maintained throughout; £525.
C
COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054]

1950 Jaguar Mark V green saloon, heater, radio, one owner; mileage 24,000.—6, Ombresley Rd., Newport, Mon. Tel. 72271. [6619]

£799 1948-50 Mark V Jaguar, immaculate bodywork, spotless interior, small mileage and 100% chassis.—Below.
£555 1947 Jaguar 1½-litre de luxe saloon, spotless condition; choice 2.—Below.

£495 1947 series Jaguar 3½-litre de luxe saloon, interior immaculate, bodywork like brand new; choice also 1947 and 1948 models; 5 months' guarantee; hire purchase; exchanges.
L
AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 221. (East Finchley Underground.) [C2052]

1947 model Jaguar saloon, 1½-litre, in superb condition.—Highest offer to E. Dixon & Sons (Ware), Ltd., Wars, Hertfordshire. [6542]

1949 3½, Jaguar, suede green, in excellent condition, fitted radio, heater, discs, one owner.—Tel. Wokingham 326 or Reading 5067. [6463]

1952 Jaguar Mark VII, 7,000 miles, absolutely immaculate; £1,645.—Taylor & Crawley, 43, Kensington Court, W.8. Western 6015. [C4036]

1953 Jaguar Mark VII saloon, 275 miles only.—Green & Zonia, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3529-6. [C4059]

495 1949 Jaguar, September, 1947, 3½-litre saloon, black, sliding head, leather, heater, excellent condition; terms; exchanges.—Rowland Smith, below.
345 1939 3½-litre drop head coupe, black, excellent condition; terms; exchanges.—Rowland Smith, below.

175 1936 2½-litre saloon, black, sliding head, leather, good condition, taxed, terms; exchanges; lat; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

1950 Mark V saloon, finished in gunmetal grey with red leather, radio, heater, etc., a one owner car; £845.—Robbins, East Putney, Tel. 481. [C5010]

1940 model Jaguar 1½ de luxe saloon, black with grey leather, fitted radio and numerous extras, recently overhauled throughout.—Euston 4511. [C4040]

1939 1½-litre Jaguar saloon, metallic grey, red leather, exceptional condition; £850.—Woking Motors (Maybury Hill), Ltd. Woking 1926. [C4037]

1951 Jaguar XK120, fitted all modifications and numerous extras, excellent condition; £1,150 o.n.o.—Leslie Wood, Humming Bird Garage, St. Albans 2059. [C2012]

1948 3½-litre Jaguar, grey, red leather, 24,000 miles, £515.—Car 1948 (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050]

£175—2½-litre 1936 S.S. Jaguar black steel top saloon, open to A.A. examination, oil, 20-25mpg, pleasure to drive.—Guthrie, Pontyberem, Llanelli. [6741]

1953 (March) Jaguar Mark VII saloon, black, mileage 6,000, as new, best offer over £1,750.—St. John's Motors, Ltd., Regent Rd., St. Yarmouth, Tel. 2475. [6747]

JAGUAR, first registered 1950, Mark V original works experimental car with Mark IV coachwork, extremely rapid and in excellent condition; £825 or nearest.—Simmons, Grosvenor 1188. [C4014]

£495 1947 series Jaguar 3½-litre de luxe saloon, interior immaculate, bodywork like brand new; choice also 1947 and 1948 models; 5 months' guarantee; hire purchase; exchanges.
L
AMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12 Finchley 221. (East Finchley Underground.) [C2052]

MARK VII Jaguar, black, 1952, 20,000 miles, condition good, can be seen by appointment; price, nearest bid £1,600 secure.—Capt. M. F. Crump, Warwick House, Middleham, Yorks. Tel. Middleham 269. [6741]

1952 (July) Jaguar Mark VII saloon, mileage 12,000 only, one owner, colour grey with red upholstery, taxed, immaculate condition, £1,595.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 5451-2. [C3011]

ROSE & YOUNG, Ltd., offer 1951 XK120, 8,000 miles, exceptional condition, spare unused, not raced, metallic silver, £1,095.—65-69, St. John's Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill station).—Tulse Hill 6464. [C3057]

1940 Jaguar 3½-litre saloon de luxe, new 16in wheels fitted, Jaguar V type headlamps fitted, low mileage since new, immaculate throughout; £465; 5 months' written guarantee.—Brown's Garage, Loughborough (Leas) 4119 (Tube). [C1034]

XK120 Specimen example, re-engined and re-evaluated, standard equipment, leather hood to match birch grey finish, demonstrations any time anywhere, fully guaranteed.—Henlys, Ltd., 1-5, Peter St., Manchester, 2. Tel. 7843. [6754]

1952 Jaguar Mark 7 from private sale of trust assets, 5 months' use only, balance since purchased in storage, 7,000 miles; London inspection, no dealers; best offer.—R. D. Laddie, Solicitor, 71, Bishopsgate, London, E.C.2 London Wall 5490. [6546]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon July, 1958, very good mechanical order, rebored and crank reground, etc., just 12 months ago, uses no oil, chassiswork original and very slightly dented in places; £295.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1959, silver-grey/red leather, discs, windscreen heater, twin Lucas headlights, attractive all-round condition; choice of 2 at £315 and £345.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1959, later registration than 2 above examples, one change of ownership, complete history known since 1941, car respayed last autumn and fitted 5 new tyres last month; £365.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1949, good mechanically with excellent chassis, interior neat and tidy, coachwork and cellulose original and in about average condition for year; £325.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1959, a specimen car which compares quite favourably with many post-war models, smart silver-grey finish with interior reupholstered in rich grey leather, fitted Ace discs; £395.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1949, just fitted works replacement engine and overhauled by the makers, a really fine car; £485.

CAMDEN MOTORS for Jaguars.—Also a 1947 model in black leather at £495 and a very late 1947 model, full special equipment series.

CAMDEN MOTORS for Jaguars.—1½-litre 14hp sports saloon, 1949 series, a one-owner car in black with immaculate leather upholstery, full special equipment model with heater, Motorola radio and Ace wheel discs, expertly maintained, nominal mileage; £675.

CAMDEN MOTORS for Jaguars.—1947 model sports saloon, 1958/9, fitted Smith's heater, fog and pass-lights, etc., outstanding order; £295.

CAMDEN MOTORS for Jaguars.—Also 2 1957 models at £195 and £265.

CAMDEN MOTORS for Jaguars.—2½-litre sports saloon, June, 1959, one owner many years, attractive metallic bronze coachwork, good tyres, engine recently overhauled; £345.

CAMDEN MOTORS for Jaguars.—2½-litre drop head four-seater coupe, 1959, major engine reconditioning carried out less than 2,000 miles back, excellent hood and tyres, a very smart example in cream with red leather interior; £395.

CAMDEN MOTORS for Jaguars.—2½-litre sports saloon, 1947, fitted Ace discs, tailored seat covers, heater, etc., recently recoloured in metallic grey, red leather upholstery, excellent tyres; £295.

CAMDEN MOTORS for Jaguars.—3½-litre Competition model 100 2-seater, 1959 model and a specimen car in every respect, silver-grey with blue leather, expertly maintained mechanically by previous engineer owner (same as 1941), full all-weather equipment, tonneau cover, stoneguards, Andre telescopic, screen heater, passlights, considered by most to be the fastest pre-war car of its class; £495.

CAMDEN MOTORS for Jaguars.—3½-litre drop head four-seater coupe, 1959, fitted new hood and 5 new Goodyear Eagle tyres in April this year, attractive appearance and good performance; £345.

CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1959 fitted radio and heater, Murray production, a really nice car; 2 other 1959 models at £295 and £345.

CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1947, late registration, new, regularly serviced, radio, twin fog and passlights, Ace discs, seat covers, heater, etc., a most desirable car; £355.

CAMDEN MOTORS for Jaguars.—Two other 1947 3½-litre sports saloons at £495.

CAMDEN MOTORS for Jaguars.—3½-litre sports saloon, 1948, black/red leather, purchased locally from fastidious owner, previous history known, fitted disc, heater, etc.; £495.

CAMDEN MOTORS for Jaguars.—Mark V saloon, immaculately finished in silver-grey with red leather interior, outstanding condition, all extras; choice of 2 from £245.

CAMDEN MOTORS for Jaguars.—Mark VII saloon, December, 1951, low mileage example, finished in black with red leather interior, fitted special 4-seater d.h. coupe body, beautiful mint green, and the whole car is definitely as per makers' original specification when new; a genuine motor car and home at bargain price car has the performance of many supercharged cars; sacrifice, £320, worth double; 300 miles trial and photo to genuine buyer.—18, Clarence Rd., Manchester 21, Chorlton 5558.

CAMDEN MOTORS for Jaguars.—The above are just a few models picked at random from our amazing selection of Jaguars, call, write or tel. for further details.

CAMDEN MOTORS—The Jaguar Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. (C1035)

1947 Jaguar 3½-litre saloon, special equipment model, grey/green hide, one owner, genuine mileage 21,000 only since new; new tyres; taxed year; tools; inst. book; h.p. terms arranged; see Manchester area.—Gardner, Altrincham 2486. (6551)

1953 (Dec. 23rd/52) XK120 Jaguar 2-seater, beige cellulose and leather upholstery, guaranteed mileage under 5,500; this car has never been driven at speed and seal was not taken off carburettor until 5,000 miles; a practically new car for immediate delivery, £1,400.—O. G. Barnard & Sons, Ltd., 1640 market. Tel. 271. (6640)

JAGUAR 3½-litre super sports, a car magnificent and 100% mechanically sound, thoroughly maintained by conscientious chauffeur from new, regularly serviced with penetrating oil, under chassis thoroughly oiled and greased, fitted many special features, including Redex oiling system with dash gauge, beautiful plastic loose covers, 16 cone horns, chrome 6-seater d.h. coupe body, P100 head lamps, cigarette lighter, 3 mirrors, original red pile carpets, red leather interior, polished wheel interior fittings, new tyres, genuine 20mph and in the region of 100mph in supreme silence without fuse to see this car you would want to drive it and after want to buy it; it would not fail to please the exacting, fastidious owner, thing of beauty and a joy for ever, late 1950, but 1953 appearance, small mileage since complete overhaul, a genuine spoon-fed superb thoroughbred, its pedigree proved by its superb outstanding performance, fitted special 4-seater d.h. coupe body, beautiful mint green, and the whole car is definitely as per makers' original specification when new; a genuine motor car and home at bargain price car has the performance of many supercharged cars; sacrifice, £320, worth double; 300 miles trial and photo to genuine buyer.—18, Clarence Rd., Manchester 21, Chorlton 5558. (6659)

JAGUAR

XK120 18,000 miles, twin exhausts, high lift cam, Lifeguard tubes, almost new tyres, H.M.V. (5) radio, windscreen washer, heater, new hood, two fumeblow lamps, Rimbewishers, pastel blue, never raced, any trial or inspection welcomed, December 24th, 1950, registration: £1,050 o.n.o.—B.K.S. Engineering, Ltd., Southend Airport, Southend-on-Sea, Essex. Tel. Rochford 54496. N 6475

1949 Jaguar 3½-litre Special Equipment sportsman's saloon, fitted heater, three large chrome pass lamps, Ace discs, taxed for the year, finished in Jaguar gunmetal grey with leather interior to match, all of which are literally unblemished, the performance of this car is truly amazing, a genuine maximum of 95mph with a petrol consumption of over 20mpg, an exceptionally good specimen; £595.

MALDON ENGINEERING CO., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C3000)

1951 Jaguar XK120 roadster, genuine mileage 11,240, brought up to date in every particular, converted 8:1 compression ratio (new pistons), twin exhaust system, modified distributor, new rear springs and shock absorbers, latest type Mintex brake linings, many other expensive extras, just completely recoloured in pale blue metallic, with new dark blue hood, taxed; £1,200 only.—Knibbs, Ltd., 4 Temple St., C.-o.-M. Manchester, 1. Ard. 1356 (3 lines). (6499)

XK120 1951, genuine 15,900 careful miles, unraced, uncrashed, original unmarked cellulose in silver with red leather unworn, definitely one of the best on offer irrespective of mileage. £1,150. Another 22,000 genuine miles, unraced, unmodified and in excellent condition at £1,075; terms arranged, exchanges, written guarantees and engineer's report.—Rudd's, 65, Victoria Rd., Central Station, Worthing 4635. Evenings Hove 35905. (6749)

Jaguar Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 5434. (0873/R)

ROWLAND SMITH'S The Car Buyers—Highest cash price for Jaguar.—Hamstead (Tube). (W4018/R)

COOMBS & SONS (GUILDFORD) Ltd URGENTLY wanted, good condition post-war Jaguar cars, especially appreciated.—Portsmouth Rd., Guildford. Tel. 62907. (0634/R)

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.15. MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 3631-2-3. (W4002/R)

JAGUAR wanted in good condition for cash—Valentine 2098 or 4074. (W2018)

PRIVATELY owned Jaguar XK120—5, Brae Court, Kingston Hill, Surrey. Tulse Hill 2768. (W2037)

BARTLETT—Jaguar XK120 urgently required.—27a, Pembroke Villas, W.11. (W1013)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars". (C1046)

OFFER your Jaguar to Rudds, 65, Victoria Rd., Central Station Worthing 4635. (6423)

XK120 wanted in good condition for cash.—Valentine 2098 or 4074. (W2018)

MARSTON MOTOR CO., Ltd. for your Jaguar.—Tel. 684, 8000, Seven Sisters Rd., Tottenham, N.15. (0180/R)

PERFORMANCE CARS urgently require Jaguars.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

JAGUAR XK120 fixed head coupe wanted urgently.—Cutler, Court Cottage Farm, Aldridge 52413, near Walsall, Staffs. (6510)

1946/49 1½-litre Jaguars urgently required.—Greenford, Chesh. 592-6, Greenford Rd., Greenford, Middx. Wavlo 2643. (W2057)

XK120 wanted, immediate cash waiting, Ivory Ham E.6. Oranewood 5834. (W4032)

XK120 wanted from private owner: 1953 Zephyr (£100 extras) in exchange, must be genuine car.—21 Broadway, Ripley, Derbys. (Tel. Ripley 160). (6768)

R. P. POWELL MOTORS, Ltd. East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4618. (0434/R)

H. F. EDWARDS urgently require good Jaguar cars for immediate cash; distance no object; details please to—19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. (W2059)

Jaguar Spares and Service

HENLYS, Ltd. ENGLAND'S Largest Jaguar Service Station GREAT West Rd., Brentford. (Ealing 5477.)

SPARES and replacement engines for all models from 1934. AND at Manchester Cheetham Hill Rd. Deansgate 6216-7. QUICK completion of repairs. (0563/R)

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill N.15 FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13 Palmers Green 3631-2-3. (B4002/R)

PERKINS MOTORS Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repairs facilities.—Bath Rd., Slough, Tel. 23294. (0430/R)

Jaguar Spares and Service

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321 Romford Rd., Forest Gate, E.7. Maryland 4618. (0435/R)

LEONARD WILLIAMS & Co. (1940), Ltd. offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. (0558/R)

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton, Tel. 4850. Deansgate, Manchester. Tel. Deansgate 4507. (0591/R)

WEMBLEY COURT MOTORS SERVICE STATION—Comprehensive range of all Jaguar spares in stock; specialised service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley Arnold 1154-5. (0719/R)

JEEP

JEeps, private or commercial, all spares, return post.—Wick Autos, Hampton Wick. Kin. 4718. (0830/R)

1952 (first reg.) Jeeps, all types; spares.—Davies & Groves, 1-3, Dorset Close, N.W.1. Pad. 6545. (0619)

£120 buys a special bargain.—See Metamet, famous for 12 conversions.—98B, Belisle Lane, N.W.3. Hampstead 2251. (0557/R)

JEeps!!!—Several first-class Willys and Ford Jeeps for sale, also comprehensive stock of spares.—Autowork, Ltd., Winchester, Tel. 4834. (C1010)

JEeps—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps, detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunterbury, W.4. Chiswick 3013/0621. (0641/R)

REBUILT Jeeps (full guarantee equivalent to a maker's), own vehicle taken part exchange; H.P. terms available.—Mansell & Fisher (See Jeep Spares below). (C3066)

125ans—Jeep (Willys), registered 1949, hood, spare wheel, very good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

UNIVERSAL CAR DISTRIBUTORS (LONDON) Ltd. stocked; exchange plan home and export; all spares etc.; new hoods, gasket sets, brake linings, etc., etc.—351-355, High Rd. Chiswick London W.4 Chiswick 1919. (0035/R)

Jeep Wanted

ROWLAND SMITH'S The Car Buyers—Highest cash price for Jeep.—Hamstead (Tube). N.W.3. Ham. 6041. (W4018/R)

Jeep Spares and Service

JEFF Service Station, overhauls, repairs, all Jeep spares available, exchange plan all units.—Mansell & Fisher, 20, Cadogan Lane, London, S.W.1. Sloane 5785, 4732, 4739. (03066)

JENSEN

BROOKLANDS—Individuality, new and used cars. NEW Jensen Interceptor saloon available.

1952 Je-sen Interceptor d.h. coupe, 8,000 miles. BUY or sell your car at 103, New Bond St., London, W.1. Mayfair 8351-6. (C1029)

JENSEN 1937 3½-litre saloon, black and green, excellent condition; radio, heater, a unique car; £295.—Alexander Engineering, Haddenham 345, Bucks. (0620)

JOWETT

NEWNHAMS, Ltd. 1951 Jowett Javelin de luxe saloon, green, one owner; £675. NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. (C3024)

CAR MART, Ltd. 1951-52 Jowett Javelin de luxe saloon, 9,000 miles; £745.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. (C1039)

CLARKE'S OF PIRBRIGHT. The Jowett centre of the south. DISTRIBUTORS. NEW and used Javelins. DELIVERY from stock:—

1952 Javelin de luxe saloon; £725. 1950 Javelin de luxe saloon with 1951 headlights and grill; £675. ALL used Javelins are reconditioned.

DAY and night service in Guildford, Woking and Aldershot area. SALES staff available at all times. PIRBRIGHT, Surrey. BROOKWOOD 2201-2. (C1049)

B. J. HUNTER, Ltd. offer:—1953 Jowett Jupiter coupe, unregistered, works mileage, shop milled; bargain, £295. B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 8303. (C3040)

1952 Jowett Jupiter special sports; £760.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JOWETT

SAUL & SLATTER, Ltd., offer:—

1951 Javelin saloon, finished in green with beige upholstery, recorded mileage 15,000, whole car in first-class condition; £685.
—46, Aldermans Hill, E.13. Tel. Palmers Green 3631-2-3. [C4008]

WARWICK WRIGHT, Ltd., offer:—

1951 (Dec.) Jowett Javelin saloon, maroon, 9,000 miles; £695.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9781. [C4045]

1949 Javelin saloon, one owner, black/beige leather, supplied and serviced by us; £550.
W. WILKIN, Ltd., 1, Weston Park, Kingston, E.14. [C4053]

F. FAIRMAN & SONS, Ltd., East Surrey Distributors, Complete Spares Stock, Hurrey, Surrey, Tel. Hareley 17. [0961/R]

GODFREYS, Ltd., Jowett main agents, specialised Jowett service, spares, repairs and new and used sales; factory trained mechanics.
GODFREYS, Ltd., 228-234, London Rd., Croydon, E.16. [C4053/R]

JOWETT and Javelin agents, spares and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [C4052/R]

1951 (Oct.) Javelin de luxe saloon, one owner, supplied and serviced by us, immaculate; £745.
G. W. WILKIN, Ltd., 1, Weston Park, Kingston, E.14. [C4053/R]

£510—1948 (Nov.) Javelin de luxe saloon, black, beige leather, modified engine.—Colliver-Fisher, Ltd., Northwood, Middx. (Tel. 777) [C4052/R]

JUPITER Mk. 1, 1953 delivery, 265 miles only, quite unmarked, £995.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004]

1952 Jowett Javelin de luxe, 6,000 miles only, metallic grey, red leather; £750.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [C4052/R]

BUNTINGS MOTOR EXCHANGE, main agents, offer a selection of used Javelin and pre-war Jowetts, list on application.—Bonnersfield Lane, Harrow, E.1. [C4052/R]

NAYLOR & ROOT—1950 Jowett d/luxe saloon, suede green, beige hide, heater, low mileage; £645; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Bait. 2252. [C5002/R]

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [C5002/R]

1951 (Dec.) Jupiter, red, in excellent condition, always maintained by main agents, recent engine overhaul, several extras; £650.—Speedwell 4904 after 6 p.m. [C4052/R]

1949 Javelin de luxe saloon, in very good condition, offers in the region of £500 invited.—W. H. Postgate, 62, Crosslands Park, Barrow-in-Furness. Tel. 800 or 1560. [C4052/R]

595 ans.—Jowett Javelin, 1952 model saloon, black, red upholstery, one owner, excellent condition, terms: exchange; list: open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018/R]

1953 (delivered Nov., 1952) Jowett Javelin saloon, latest type, gunmetal grey, brown hide, 14,000 miles, unmarked condition; £795; many other, exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035/R]

1950-51 Javelin de luxe sportsman's saloon, finished in the original and unmarked burgundy with beautiful fawn leather interior, highly polished walnut fascia panel, excellent tyres, fitted heater, last; this car is mechanically in really excellent condition and has a most satisfying performance with a genuine 32-35mpg; £595.
MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C5000/R]

1951 Javelin de luxe saloon, black, brown leather, radio, heater, unblemished appearance, first-class mechanical condition, from original owner, £675, with three months' written guarantee, free after-sale service; usual H.P. facilities.—Harold Simon, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. (Junction of North Circular and Gt. North Rd.) Three minutes trolley to East Finchley Tube. Finchley 6058-55. [C4065/R]

Jowett Cars Wanted

C
M
T THE CAR MART, Ltd., wish to purchase Jowett cars.—520, Euston Rd., N.W.1. Euston 1212. [0874/R]

R
ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Jowett.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

JAVELIN in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018/R]

JAVELIN de luxe, late model, small mileage, metallic finish, full details.—Box 8768. [C6657/R]

£750 cash waiting for best Jowett or similar car offered.—54, St. Clements Hill, S.W.2. [W3016/R]

P.E. series Javelin saloon, small mileage, must be perfect, preferably grey or dark green.—Wray Park Garages, Reigate 2263. [C6697/R]

JOWETT Javelin and Jupiter wanted.—Richards & Carr, 55, Kensington St., Wilton Place, London, S.W.1. Sloane 5424. [W3045/R]

Jowett Spares and Service

MILESTONE (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks. LARGEST stock spares in Southern England; immediate despatch, trade or private.—Tel. Erith 2469/2629. 304, Erith Rd., Bechtelbeath. [0571/R]

COLLIVER-FISHER, Ltd., unsurpassed service, spares and replacement units.—Northwood, Middx. Tel. 777 (4 lines). [0008/R]

KINGSTON-ON-THAMES.—Distributors for Jowett, all facilities available.—G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St., Kingston, Kin. 2241-2. [04053/R]

BUNTINGS MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelins, Bradford and pre-war Jowetts.—Bonnersfield Lane, Harrow, E.1. [C4052/R]

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex, Tel. Kingston 0710.—The Jowett specialists and area agents over 25 years' Jowett experience; spares and service. [0759/R]

MOTORING to London? Bring your Jowett to the West End service centre for "Energo B.P. Lubrication" repairs spares.—Wimbush's (Est. 1760) Headfort Place, Hyde Park Corner, S.W.1. Sloane 015. [0167/R]

JOWETT Javelin, Jupiter and Bradford; for the convenience of both the public and the trade full spares, service, repairs and guarantee claims facilities now available at Jowett Service, 7/9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines).—Gordon Cars (London), Ltd., The London Distributors. [0135/R]

KAISER

1952 model Kaiser Henry J., 9,000 miles, over-2,000 drive, 26 mpg, covers, spotless condition; £975.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C5036/R]

LAGONDA

L. F. WARD, Ltd.
1936 3½-litre Lagonda Rapide pillarless saloon, black with brown upholstery, car as new, must be seen to be believed.
L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043/R]

MERCURY offer:—
£475—1937 4½-litre Lagonda open 4-seater, this type available, fitted full-length mohair zip tonneau, finished in dove grey with blue leather interior; terms and exchanges with pleasure.
MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Wembley, Middx. Wembley 6058-9. [C5013/R]

SWANMORE GARAGE offer:—
1936 Lagonda saloon, 1939, a rare and wonderful car, exchanges or terms a pleasure.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth, Tel. Southbourne 43544. [C4034/R]

GUY SALMON AUTOMOBILES offer:—
1953 (June) Lagonda 2.6-litre Tiekford drop head coupe, Vantage engine, H.M.V. radio, rev counter, Ace Rimblebushers, screen washers, under 1,000 miles, list price £3,051.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. [C4001/R]

BROOKLANDS: Lagonda Distributors, latest models.
1952 Lagonda 2.6-litre coupe, 8,000 miles.
1952 Lagonda 2.6-litre saloon, 13,000 miles.
1950 Lagonda 2.6-litre saloon, small mileage.
BUY or sell your car at
103, New Bond St., London, W.1. Mayfair 8351-6. [C1029/R]

Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046/R]

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.
273, London Rd., Staines, Tel. Staines 421-2-3-4-5. We are open on Saturday mornings. [C1090/R]

LANCHESTER

DICKS.
1939 Lanchester 14 saloon, very roomy body, £550.
DICKS CAR SALES, Ltd., 585-601, High Rd., Kilburn, Maide Vale 6888-9. [C1072/R]

STRATSTONE, Ltd., Lanchester distributors.
LANCHESTER 14hp saloon (1952), black with brown leather, louse covers, 3,000 miles only; £1,075.
STRATSTONE, 40, Berkeley St., W.1. (Mayfair 4404).
Service: 7, Herbrand St., Russell Sq., W.C.1. (Terminus 7464). [C3022/R]

1953 Lanchester 14 saloon, 2,000 miles; £1,125.
GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 6611. [C2010/R]

1953 Lanchester 14 saloon, black, beige upholstery, 5,000 miles only, registered 25.4.53; £1,095.—Walker & Ward, Ltd., Dalmuir, Lanchester distributors, Warwick Place, Cheltenham. Tel. 3914-6. [C6597/R]

LANCHESTER 10, 1948, perfectly maintained by one careful owner, black with leather upholstery, a quality car offered at £550 under original list price; 545gns.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Up. 215. [C1041/R]

£585—1948 Lanchester 10hp 4-door saloon de luxe, with sunshine roof, quite an immaculate specimen, late property headmaster of local grammar school, this car has been carefully driven and regularly serviced and has done a very limited mileage, suit discerning purchaser requiring superior quality car.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035/R]

Lanchester Cars Wanted

CARRS MOTOR MART require carefully used Lanchester.—Euston 4110 and 3523. [W1040/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lanchester.—Hampstead (Tube) N.W.3. Ham. 6041. [W4018/R]

LANCHESTER cars wanted in part exchange for new models; write or phone Ralph Clegg, at the old-established Lanchester Agents, Coventry Motor Ltd., Coventry 2146. [C0446/R]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lanchester Spares and Service
ARCOT ENGINEERING, Ltd.—Press-fitted gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7501. [0237/R]

ALLEN'S, Victoria Rise, Clapham S.W.4. Lanchester and Daimler appointed agents and specialists for spares, repairs, etc.—Tel. Macaulay 6252-4 and 4199. [0642/R]

LANCIA

MAIDSTONE ENGINEERING CO.

The Northern Lancia Specialists.

CHOICE of three Aprilias and one Astura saloons from £495.
CROSS St., Pendleton, Salford 6, Manchester. Tel. Pen 3457. [C3000]

JOHN S. TRUSCOTT, Ltd. for Lancia

MANY other makes, exchanges, deferred terms.

JOHN S. TRUSCOTT, Ltd., 175, Westbourne Grove, W.11. Bay 4274. [C4035]

LANCIA Augusta, 1936, fitted radio, excellent car; £245.—Johnson & Brown, Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2322. [C3049]

Lancia Cars Wanted

PERFORMANCE CARS urgently require Lancias.—Great West Rd., Brentford, Middlesex. Ealing 8841. [W3041]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lancia—Hamstead (Tube). N.W.5. Ham. 6041. [W4018/R]

KEVILL DAVIES & MARCH, Ltd. will buy second-hand Lancia Aprilias—41-42, Hays Mews, Berkeley Sq., W.1. Gros 2563. [W2054/R]

LANCIA—John S. Truscott, Ltd., urgently require good examples, highest prices for cash or exchange.—175 Westbourne Grove, W.11. Bay 4274. [W4035]

Lancia Spares and Service

LANCIA (ENGLAND), Ltd.—English branch and sole representative of the famous Italian company, all servicing and repair work, reconditioning, etc., carried out by our own staff of specialised mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service reconditioning, technical data, etc., apply Lancia Works, Alpertown, Wembley (Perivale 5856). [0520/R]

LEA-FRANCIS

B. J. HUNTER, Ltd., offer:—

1953 Lea-Francis saloon, 2,600 miles only exceptional bargain, showing enormous saving against original list price; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040]

CHARLES POLLETT, Ltd., sole distributors Lea-Francis and Home Counties, offer the following:

1949 Lea-Francis 14hp streamline sal., maroon, one owner, radio and heater, at present undergoing pre-sale checkover; £525.

IMMEDIATE delivery of new Lea-Francis 14hp saloon, special colour black and silver grey, heater and demister, one only at new list price £1,361/19/2, including purchase tax.

18 Berkeley St., W.1. Mayfair 6366.

SERVICE Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. [C2010]

1951 (Mar.) Lea-Francis sports 4-seater tourer by Westland, red/brown leather, one owner, 21,000 miles, many extras, as new; £835.

H. A. SAUNDERS, Ltd., 326-330 Euston Rd., N.W.1. Euston 4311. [C4040]

GUY ALFRED & Co., Ltd.: 1950 Lea-Francis 2½-litre, 2/4-seater sports tourer, 7,000 miles, as new; £670. Warren Street, W.1. Euston 3268. [C1005]

GUY ALFRED & Co., Ltd.: 1951 Lea-Francis 2½-litre saloon, radio, heater, many extras, as new; £670. Warren Street, W.1. Euston 3268. [C1005/1]

1949 Lea-Francis 1950 14hp saloon, one owner, radio, a very good example of this popular car; £650.—Wheeler (Newbury), Ltd., The Broadway, Newbury, Berks. Tel. 1020. [6662]

1948 Lea-Francis 2-seater sports, Cambridge blue, unmarked, luxurious in every way; will accept £535.—Seymour & Clements, Ltd., 39, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007]

LEA-FRANCIS 14/70 sal., 1950, fitted with i.f.s., immaculate black finish, very clean interior in leather, exceedingly good specimen; 390gns.—Carr Bros, Rocho Garage, London, W.1 (rear of Astoria, Charing Cross Rd.). Gen. 6678-9. [C1041]

695gns.—Lea-Francis 1950 2½-litre super sports 2/4-seater, black, red leather, concealed hood, wind-up cover, i.f.s., carefully used, exceptional condition; terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

LEA-FRANCIS sports 14hp, August 1948, reconditioned engine by Burtonwood 1,400 miles ago, new clutch and gear box same time; a very attractive, fast and reliable sports car; no reasonable offer refused.—Apply on or after August 7 to Wm. Ball, Insurance Broker, Brook Rd, Whitchurch, Salop. Tel. 568. [6658]

Lea-Francis Cars Wanted

B. J. HUNTER, Ltd.

FOR immediate purchase of your Lea-Francis

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [W2040]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Lea-Francis—Hamstead (Tube). N.W.5. Ham 6041. [W3018/R]

Les-Francis Cars Wanted
CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station.

WORKS AND STORES:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R]

Les-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392/R]

CHARLES POLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties, are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. Mayfair 6266.

OFFICIAL Lea-Francis London Service Station. Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595/R]

LINCOLN

ON all matters of sales, spare parts, repairs and service, consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4506-9. [0747/R]

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

1935 Type 290 23hp 4-5-seater cabriolet, right-hand steering, blue with grey leather; £375.

1937 Type 540K cabriolet, B. right-hand steering, black with beige leather, in exceptional condition throughout; also one only type 170V 14hp 4-door saloon, left-hand steering, light metallic blue, beige leather, maroon loose covers fitted.—Victoria 8715. [C3003]

£245—Mercedes-Benz 2-litre drop head fourseater, Type 200, exceptional condition, taxed.—216, Sheen Rd., Richmond, Surrey. Richmond 3259. [6706]

BARTLETT—Mercedes-Benz Type 500, 100 mph, cabriolet, the whole car in superb condition, works maintained and works history available; £695.—27a, Pembroke Villas, W.11. [C1013]

1937 Mercedes-Benz 290 model, recellulosed and rechromed black with fawn real leather interior and new black hood, full 4-5-seater coupe, all excellent tyres, taxed for the year, a fast touring car with a moderate petrol consumption of 24mpg, fitted new chrome pass lamp; £595.

MAIDSTONE ENGINEERING CO., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. [C3000]

Mercedes-Benz Spares and Service

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [4735]

MERCURY

ON all matters of sales, spare parts, repairs and service consult us, the sole concessionaires in the U.K.—Lincoln Cars, Ltd., 61, West Rd., Brentford, Tel. Ealing 4506-9. [0748/R]

£575—Post-war R.H.D. Mercury de luxe saloon, registered October '48, many extras including radio and heater, a magnificent car; exchanges, terms.—Palmer, 53, York St., Twickenham. Popesgrove 1850/7087. [C3034]

£625—Mercury 8, super de luxe six-seater saloon, 1948, right-hand drive model, a very fine example of this post-war series, full mouth-organ front, rich leather upholstery, built-in radio, heater, de-icing and demisting, etc., privately owned, moderate total mileage.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]

M.G.

PC PERFORMANCE CARS

LARGE selection of M.G. cars, thoroughly checked over in our workshop and guaranteed for 3 months; clients travelling long distances to see our M.G.s are always sure of a comprehensive stock, not just one car which might prove unsuitable.

M. J. T.D. 2-seater Roadster, 1952, £655; M.G. 1½-litre sports saloon, 1949, £655.

M. J. T.C. 2-seater Roadster, 1949, £475; M.G. T.C. 2-seater Roadster, 1946, £395.

M. J. T.A. 10hp Tickford coupe, 1939, £325; M.O. T.A. 10hp 2-seater, 1939, £325.

M. J. T.A. 10hp 2-seater, 1939, £295; M.G. P.B. 9hp Airline coupe, 1936, £235.

M. J. P.A. 8hp 2-seater, 1935, £225; M.G. J.2 8hp 2-seaters, choice of three, from £145.

M. J. 2-litre 16hp d/h fourseater, 1937, £245; M.O. 2-litre 16hp tourer, 1936, £195.

M. J. V.A. 1½-litre tourer, 1937, £275; M.G. 12hp Magnette saloon, 1935, £145.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex (Ealing 8841), or 107, New Cavendish St., Great Portland St., W.1 (Museum 8221). [C3041]

BOON & PORTER, Ltd.

1952 (July) 1½-litre saloon, green, 11,000 miles, almost unscratched; £795.—Castelnau, 8 W.13 (By Hamersmith Bridge), Riverside 4444. [C1022]

1947 M.G. T.C. 2-seater, black-green upholstery, good condition; £430.—Kitchen, 35, Victoria Rd., Penrith, Cumberland. [6526]

M.G.

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1947 M.G. T.C. sports, colour black, red leather upholstery, fitted chrome luggage carrier, radio, spotlights and twin-tone horns, previously owned by M.C.I. enthusiasts; 389gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maids Vale 6044 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047]

B. J. HUNTER, Ltd., offer:—

1949 M.G. 1½-litre saloon, most attractive car; £650.—Below.

1948 M.G. 1½-litre saloon, exceptional condition throughout; £595.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6503. [C2040]

GLANFIELD LAWRENCE offer

1949 (Nov.) M.G. T.C. black, 19,000 miles only, a very genuine and exceptional specimen; £489; choice of two.—407, High Rd., N.12. Finchley 0091. [C2035]

MANN EGERTON & Co., Ltd., offer:—

M. J. 1953 T.D. model, colour red, mileage only 1,400, condition as new.

MANN EGERTON & Co., Ltd., 145, Norfolk St., King's Lynn. Tel. 3135. [6514]

GUY SALMON AUTOMOBILES offer:—

1951 M.G. 1½-litre saloon, 19,000 miles, one owner; £695; immaculate condition.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4001]

PARADE MOTORS (MITCHAM), Ltd., offer:—

1946 M.G. T.C., black and green, all good tyres; £375.

1946 M.G. T.C., black and red; £365.

1938 M.G. T.A., red and silver; £285.

1934 M.G. T.A., black and blue, many extras, a little specimen; £199.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mitcham 3392. [C2036]

1953 (new) M.G. T.D., immediate delivery; £751/19/2.

1950 (July) M.G. 1½ saloon, green, with green leather, genuine 24,000 mls., as new; £650; terms, exchanges.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [6207]

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

£625—M.G. Midget 2-seater sports 1952, cared for by one enthusiastic owner.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. [C2008]

CHILDREN CARS offers the following competitively priced M.G. cars from stock:—

1949 supercharged TC Midget 2-seater, specially lightened, full all-weather equipment; £475.

1940 Series VA 1½-litre sports saloon, engine reconditioned including fitting steel liners and regrounding crankshaft 4,000 miles ago; £365.

1939 Series SA 2-litre sports saloon, two owners since new; £335.

CHILDREN CARS—Terms, exchanges, 11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 680. [C1045]

M. G. 1937 2-litre saloon, ex. cond., radio; £210 o.n.o., must sell!—195, Latymer Rd., N.9. [6531]

M. G. Midget T.C., 1946, 38,000 miles, excellent condition, offers nearest £450.—Box 8755. [6534]

P. B. 1936, cream, green upholstery, good chrome, excellent condition; £190.—Can. 4943. [6610]

£185—M.G. V.A. saloon, 1938 model, good condition, tyres and battery.—Byron 2016. [6615]

BEARDS of Kingston, M.O. specialists, sales, spares, repairs.—102 London Rd., Kingston Tel. Kin. 3548. [0082/R]

UNIVERSITY MOTORS, Ltd., guaranteed cars always available.—80, Piccadilly, W.1. Grosvenor 4141. [0390/R]

M. G. P.A., immaculate rebored, recellulosed new hood, battery excellent, tyres; offers.—Wor. 5172. [6564]

1952 M.G. T.D. 8.6 compression, extras, ivory/red leather, new condition; £650.—Seven Kings 4109. [6759]

M. G. T.A., blue, record engine, new battery, fine appearance, carefully maintained; £295.—Tel. evenings Pal. 0155. [6599]

1934 J2, swept wings, engine, bodywork truly exceptional, good tyres, hood, tonneau, etc.; £210. Fin. 3277. [6624]

M. G. T.C., late 1946, red, excellent condition, seen or week-end; £350.—69 Pooley Green Rd., Egham, Surrey. [6856]

1937 2-litre M.G. saloon, just fitted new engine, 4 new tyres, lovely condition; £250 or offer.—Tel. Weston-super-Mare 6116. [6483]

1951 M.G. T.D. Midget, 4,000 miles only, one owner; £685.—L. F. Dove, Ltd., 111-113, Addiscombe Rd., Croydon. Addiscombe 5066. [C1076]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.
£350—1947 (May) T.C. M.G., black/beige, excellent condition throughout, taxed, insured, extras.—19 Khama Rd., Tooting, S.W.17. (5613)

1949 M.G. 2-seater, immaculate, one owner; £495.—Smith and Hunter, Ltd., 375, Kensington High St., London W.14. Tel. Western 2512. (C4019)

1949 M.G. 1½-litre saloon, silver green with beige leather, one owner, excellent condition. £519.—Peter Guest, Ltd., Gaywood, King's Lynn. Tel. 4129. (5267)

1946 M.G. T.C. 2-str., black/red, in exceptional condition throughout, enthusiast maintained. £385.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mav. 3051. (C3943)

£495—1949 T.C. Midget, Ensign red with fawn leather, good appearance, full length tonneau cover, luggage grid, pashlights, carefully used, two owners since new.

£675—M.G. T.D. Midget, 1952, immaculately finished in green with beige leather interior, fitted heater, tonneau cover, radiator muff, pashlights, etc., very low mileage and practically indistinguishable from brand new.

£435—1947 T.C. Midget in cream, replacement engine fitted last month, only just run in, outstanding mechanical order.

COMPLETE range of all other M.G.s from early pre-war J series, also 1½, 2 and 2½-litre models. CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035/1)

1939 12hp M.G. saloon, polychromatic, exceptionally smart appearance and very good order throughout, new tyres, battery, carpets. £385.—Griffin, 62, Hockliffe St., Leighton Buzzard 3233. (6449)

ROSE & YOUNG, Ltd., offer 1949 model M.G. T.C. 2-seater, black with red leather; £395.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill station). Tulse Hill 6464. (C3057)

JACK ROSE, Ltd. (M.G. Agents & Stockists) offer: 1949 M.G. T.C. 2-seater, an exceptional car, in blue; £485, new model in stock, any car, in exchange.—Stafford Rd., Wallington, Surrey. Wallington 6677. (C3056)

1936 M.G. 12hp Magnette 2-seater, in really excellent order, very good engine, fast and attractive; £185, or £90 deposit, balance over 12 months.—Tulse Hill Motors, Ltd., 26, Tulse Hill, S.W.2. Tel. Tulse 7106. (6555)

395 ens.—M.G. Midget, 1947 11hp T.C. 2-seater, black fawn leather, very good condition, taxed, terms, exchanges, list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

ROYS offer: 1939 T.A. drop head coupe, taxed, £295; also 1937 sports T.A. 2-seater, £275, both good; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 6994. (C3059)

OPPORTUNITY—1½-litre 12hp M.G. saloon, registered September 1947, 6,000 miles since new, in condition, genuinely marketable for brand new inside and outside, everything precisely right.—Speedsters, Ltd., Horley 628. (See Sports Car column.) (C4030)

1951 series M.G. 1½-litre saloon, finished bronze with beige leather, most attractive one owner car, thoroughly recommended, written guarantee, £715, terms, exchanges.—H. F. Edwards, 200, Great Portland St., London, W.1. Tel. Langham 0012. (C2005)

MITCHELL ERSKINE offer 1946 M.G. T.C. 2-seater, black with red leather, silver wheels, new hood, full tonneau cover, £200 worth of extras, outstanding condition throughout.—12, The Broadway, Cricklewood, N.W.2. Gladstone 7921. (6705)

£100—M.G. F type Magna, 1932, with special 4-seater drop head coupe body built by Carlton Coachwork Co., for University Motors, cylinder head overhauled, with new valves, clutch overhauled and re-lined, rear axle overhauled.—Ken Pattern, 7, Doughty Mews, Theobalds Rd., London, W.C.1. (6743)

£295—M.G. 2-litre drop head foursome coupe, 1939, sapphire blue with pinkish upholstery, smart stylish Rickford bodywork, three position hood, discs, etc., largely original in condition except for engine overhaul this year; also a 2-litre saloon and a 2½-litre saloon.

CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. C 2041. Open till 8 p.m. Write for catalogue. (C1035)

MITCHELL & WALSH, Ltd., offer 1949 (November) M.G. T.C. 2-seater sports, black with red leather upholstery, a genuine 7,000 miles, fitted with zipped tonneau cover, spot lights, luggage rack, and is taxed for remainder of year; this car is a superb specimen. £525.—132, Turners Hill, Cheshunt, Herts. Walton Cross 2027. (6685)

1946 M.G. T.C. black/beige leather, recently decarbonised, new exhaust valves, new battery, twin for lamp, windscreen, spot lamp, twin rear lamps, reversing light, chromium luggage carrier, twin windscreen defrosters, radiator muff, screen spray, chrome Windtones, Blumel steering wheel, matching temperature gauge, used as second car, taxed year. £350.—Tel. Beckenham 6419. (6552)

M.G. Cars Wanted
C THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. (10966/R)

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for M.G.s.—Hampstead (Tube), N.W.1. Ham. 6041. (W4018/R)

M.G. in good condition for cash.—Tel. Valentine 2096 or 4674. (W2018)

MAYFAIR GARAGES, Ltd.—Cash for M.G.s.—Balderton St., W.1. Mayfair 5104. (0686/R)

REQUIRED, good used M.G.—Edwards, Amenbury Lane, Harpenden Herts. Harpenden 118. (W2000)

PERFORMANCE CARS urgently require M.G.s.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W5041)

WANTED, M.G. 1½ saloon, around £600, for car in good condition.—Cook, Millway, Fulstow, Louth, Lincs. (16055)

WANTED, M.G. Midgets, 1937-52, in good condition.—Ross Motors, Ltd., Regent St., Hinkley, Leics. Tel. Hinkley 558. (5528)

URGENTLY required, 1947-51 M.G. 1½ saloons.—Gibson Sports Cars (Exchbur), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (1439)

M.G. Spares and Service
PERFORMANCE CARS—M.G. sales, service, spares.—Great West Rd., Brentford, Middlesex. Ealing 8841. (85041/R)

UNIVERSITY MOTORS, Ltd.—Largest stocks of M.G. spares outside the factory.—7, Hertford St., London, W.1. Gro. 4141. (0504/R)

M.G. spares for O.H.C. models from stock, valves, guides, springs, gaskets, road springs, crown wheels most types, screens, petrol tanks, wheels; exchange J 2 engines, dynamos, starters, rockers, vertical drives; M.G. Workshop Manual, 31/-, post free.—Derrington, 159-161, London Rd., Kingston 5621-2. (51071)

M.G. Spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts etc., replacement camshafts, rockers, dynamos, lead springs, wheels, hubs, vertical drive assemblies, prompt postal service c.o.d. and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 5083. (0433/R)

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N. Magnette exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available, we specialize in racing spares.

WRITE or phone Toulmin Motors, 345, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2338 and 5456. Open 9-5 Sat and Sunday mornings 10 a.m. to 1 p.m. (0349/h)

MORGAN
MORGAN 4/4 drop head coupe, 1948 model, good condition; £395.—Harding, Treforest 2504. (6480)

1950 Morgan 4/4, red, 2-seater sports, 28,000 miles, Ekco radio; £435.—Gordon Cars, Spe. 4701. (6512)

1947 Morgan 4-4 2-seater, taxed, excellent condition; £335.—Woking Motors (Maybury Hill), Ltd., Woking 1928. (C4057)

1939 Morgan 4/4, cream, 2-seater, black leather, 5mpg; £250 o.n.o.—English, Sleights, Whitby, Yorks. Sleights 27. (6523)

£325 June, '40 drop head coupe, cream, black, Ekco radio, 1948, many extras, 5 months' national condition, after 7 p.m.—Walker, 247, London Rd., Mitcham 4743. (1612)

245 ens.—Morgan 4/4 1939 sports 2-seater, excellent condition, terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1953 (March) Morgan 4/4 2-seater Roadster, red/black leather, 4,000 miles only, new condition throughout, any inspection invited, 3 months' guarantee; £695.—Trinity Cars, Ltd., Jewett Area Dealers, 94, North Side, Wandsworth Common, S.W.16. Vandyke 1166. (C4034)

Morgan Cars Wanted
R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morgan.—Hampstead (Tube), N.W.1. Ham. 6041. (W4018/R)

SLOCUMBS, Ltd., The Morgan People
WE urgently require to purchase all models Morgan cars.
WRITE, call or phone

38—52, Dudden Hill Lane, Willesden, N.W.10. Willesden 4669. (W4017)

H. F. EDWARDS urgently require good Morgan for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. (W2035)

Morgan Spares and Service
MORGAN 4/4 official spare parts stocks, service and repairs.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. (10514/R)

MORGANS—All available spares in stock.—F. H. Douglas, Morgan Specialist, 1a, South Ealing Rd. Ealing, W.5. Ealing 0570. (10728/R)

MORRIS MINOR
ELITE MOTORS offer:—

1949 Morris Minor tourer, birch grey, very clean condition, engine now being decarbonised and brakes relined, available 1/8/53; £445.

ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). (C2005)

ROUNDABOUT offer:—
1950 Morris Minor saloon, black, with beige leather upholstery, exceptional condition, £525.

ROUNDABOUT GARAGE, Western Ave., Greenford, Midx. Waxlow 1071-5. (C3056)

PHILIP RICKARDS, Ltd., offer:—
1952 Morris Minor tourer, grey, 16,000 miles; part exchange, preferred terms.—2, Brick 2, Park Lane, London, W.1. Grosvenor 4772/3. (C3051)

MORRIS MINOR
GUY SALMON AUTOMOBILES offer:—

1951 Morris Minor convertible, 30,000 miles; £495.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

HENDON CENTRAL GARAGE, Ltd., offer:—
1951 Morris Minor convertible, taxed year and in new condition; £555; also 1950 saloon, £555.—Watford Way, Hendon Central, N.W.4. Tel. Hendon 8804-5. (C2034)

1953 overhead drive tourer, 5,000 miles, spare unused, heater; £595.—Mansfield Autos, Ltd., Euston 2587. (C3901)

1949 Morris Minor saloon, maroon, beige, like new, one owner, taxed, insured; £475 o.n.o.—5, Beresford Ave., Slough, Bucks. (16254)

1952 (June) Morris Minor saloon, 2-door, green, one owner, mileage guaranteed 4,200; £610.—Cranmore, Tel. 2040 Potters Bar. (C1062)

1951 Morris Minor saloon, green, one owner, excellent condition; £345.—Dobsons, Ltd. (Morris Agents), Staines. Tel. 801. (C1074/1)

1949 (October) Morris Minor saloon, green, 9,000 miles, exceptional car; £495.—Vanderrells, 215, Haverstock Hill, N.W.3. Primrose 4481. (C4057)

1949 Morris Minor saloon, black with beige upholstery, 22,000 miles, excellent condition, taxed year, £485.

G. & R. GARAGE, Ltd., 35, Victoria Rd., Surbiton, Elmbridge 6755. (C2025)

1951 Morris Minor tourer, l.h.d., excellent, taxed, £415; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 4579. (C-4033)

1951 Morris Minor saloon, lady owner, seat covers, this car is in new condition and has not exceeded 40 mph since new; £540.

MIDLAND MOTOR CO. (BEDFORD), Ltd., 92, Midland Rd., Bedford. Tel. 4144. (6544)

1950 Morris Minor saloon, green/beige leather, excellent condition, radio, electric clock, twin horns.—Robinsons Garage, Horns Cross 248. (6753)

1952 Morris Minor tourer, black with red upholstery, 11,000 miles, beautiful condition, £550.—Modern Service (Wimbledon), Ltd., Tel. Wimbledon 5155. (C3014)

MORRIS Minor saloon, 22,000, maroon/beige upholstery, outstanding mech. condition; 460gns.—Carr Bros. Garages, Ltd., High St., Purley, Surrey. Uplands 4812. (C1041-1)

1949 Morris Minor saloon, pastel green with beige upholstery, one owner, low mileage, excellent condition; £495.—Families Service Garage, London Rd., Guildford 5326. (C3035)

1952 Morris Minor convertible, black, red leather, unmarked and as new; £560.—Beymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. (C4007)

MORRIS Minor convertible, 1950, beige, really immaculate condition nearly new, 8,000 miles.—Carr Bros., 80, Boppy Garage, London, W.1 (near Astoria, Charing X Rd.). Ger. 6678-9. (C1041)

1949 Morris Minor saloon, finished in immaculate Portland stone with fawn leather interior, fitted new front tyrs, rear original and excellent, fitted new heater and pass lamp; £450.

MIDSTONE ENGINEERING CO., Cross St., Pendleton, Salford, 6, Manchester. Pen. 3457. (C3006)

PRIVATELY owned, 1951 Morris Minor convertible, 6,000 miles, one owner, indistinguishable from new; new car delivered; R.A.C. inspection invited, nearest £500, Dick Mullington, Lubenham, Market Harborough. Tel. M.H. 2512. (1612)

565 ens.—Morris Minor 1951 saloon, pastel green, radio, heater, electric clock, loose covers, very carefully used, nearly new condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

1949 (November) tourer, excellent condition, recent renewals, engine (Premium spirit tuned), tyres, linings, hood, etc.; car maintained regardless cost, extras include latest suspension, double valve springs, radio, spot lamp, first £450.—Booth, Royal Oak, Ramsgate, Thanet 51111. (1662)

PRIDE & CLARKE, Ltd.—1952 Morris Minor saloon, green green leather, low mileage, heater, radio, £579; 1951 Morris Minor tourer, black/beige leather, low mileage, one owner, £479; 1949 saloon, green/beige leather, one owner, £459, 3 months' guarantee, terms, exchanges; lists.—Stockwell Rd., S.W.9. Brixton 6251. (C3066)

MORRIS Minor Cars Wanted
C THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320, Euston Rd., N.W.1. Euston 1212. (10716/R)

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Morris Minor.—Hampstead (Tube), N.W.1. Ham. 6041. (W4018/R)

CHARLES RICKARDS, Ltd., urgently require
1949—1953 cars.

56 Baywater Rd., W.2 (Next door to Lancaster Gate Tube). Pad. 1820. (W5050)

WHY accept less for your Morris Minor saloon when you can get its full market value from
FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. (W2008)

1951-2 Morris Minor tourer wanted, immediate cash waiting.—135, High St. South East Ham, E.6. Grangeend 5854. (W452)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY, of Kilburn.

RAYMOND WAY, the hire purchase specialists.

1939 Morris 8 Series K 4-door saloon, colour black, brown leather upholstery, original cellulose, excellent tyres, taxed year, has been well maintained throughout. 2799s.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6084 connecting all branches and departments. (Kilburn Park Station, Bakerloo line, 150 yards.) [C4047]

H. W. MOTORS, Ltd., offer:—

1939 Morris 8 saloon finished black with blue upholstery, in outstanding condition; £280.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

1938 Morris 8 2-door saloon de luxe; £195.

GARAGE SERVICE Co., Ltd., 1001, Finchley Rd., Temple Fortune, Golders Green N.W.11. Speedwell 8692. [C2019]

MORRIS 8 tourer, 1959, super; £225.—Value Cars, 362, Upper Richmond Rd., S.W.14. [C6677]

MORRIS 8 for sale, black, 4-door saloon, immaculate; nearest £300.—Cobb, 4, Canterbury Rd., Dewsbury. Tel. 2123. [C6589]

1947 Morris 8 4-door, immaculate; £410.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

1938 Morris 8 2-door saloon, easyclean wheels, new tyres, reconditioned engine; £150; willing to deliver.—Person, Morla, Carmarthen. [C481]

1938 Morris 8 saloon, excellent condition; £185; exchanges, terms.—Palmer, 4, Russell Gardens Mews, Kensington, W.14. Tel. Park 9704. [C3054]

2459s.—Morris 8, December 1959, saloon, black, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

1938 Morris 8 4-door saloon, leather, red, in beautiful condition, 5 excellent tyres, fog, reversing and interior lamps, taxed year, one owner in last 11 years, exceptional car; £215.—661, London Rd., Isleworth, Hounslow 0162. [C6004]

S.G.A. MOTORS, Morris-8 specialists, always have good selection of saloons and tourers, all of which are thoroughly checked in our workshop and carry a 3 months' guarantee; hire purchase and exchanges; open 9-6.30 Monday to Saturday inclusive. S.G.A. MOTORS, 14, Atherstone Mews, Cromwell Rd., S.W.7 (15 minutes Gloucester Road Tube). Western 3209. [C4063]

Morris Eight Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 8.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS TEN

1939 Morris 10 saloon; £275; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Moutview 5228 and 5774. [C4054]

1948 Morris 10 saloon, in excellent condition; £460.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026]

MORRIS 10hp, 1936, everything renewed. £175; exchange Riley saloon.—42, Parkfield Rd., Feltham, Middx. [C6565]

1946 (March) Morris 10 4-door six light sun saloon, black brown leather, loose covers, beautifully maintained, taxed year; £375.

W. J. BROWN Ltd., Established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1947 Morris 10 sln., recommended car; £395.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

£350.—1947 series (Sept. '46) Morris 10 saloon de luxe, one owner, exchanges; 20 others.—Traynor Motors, Ltd., Tel. Grangewood 5834. [C4032]

MORRIS 10 1936 saloon, one owner, £140 recent complete recondition, in 1953 appearance, taxed year; £240; new car purchased.—62 Beverley Drive, Edgware 7416. [C6654]

£85.—Morris 10 1934 (August), 4-door saloon, body shows its age, one owner since 1945; a very sound and reliable car; taxed, terms, exchanges.—J. Ashford Fleet, E. J. Lee (Leighton Buzzard), Ltd., 52, Lake St., Leighton Buzzard, Tel. 2172. [C1067]

1938 Morris 10 saloon, in very good order throughout; £195 or £25 deposit, balance over 18 months, exchanges, insurance, 50 cars always in stock, cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7106. [C6715]

Morris Ten Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris 10.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

MORRIS TWELVE

1936 Morris 12 fourseater coupe, late property of A.I.D. engineer, excellent mechanical condition, many extras, taxed year; bargain, £165.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

MORRIS FOURTEEN

MORRIS 14, 1939, txd. and ins. for 1 year; £160.—Apply Herberts, 52, Newington Causeway, S.E.1. Hob. 5109. [C4550]

MORRIS OXFORD

SLOCOMBES, Ltd., Willenden 4869.

1951 Oxford, 14,000 miles, heater, immaculate. £595, part exchanges and hire purchase available; existing accounts settled; we close at 7.30 p.m. (Saturdays 6 p.m.).

WHITE, call or telephone Slocombes, Ltd., 58-52, Dudden Hill Lane, N.W.10. [C4017]

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1952 (May) Morris Oxford saloon, black, maroon leather upholstery, 14,000 miles, heater, one owner, practically new condition; £695.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C5012]

1949 Morris Oxford, black and fawn leather, low mileage, in splendid condition throughout; £525.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036]

SNIP.—1951 Morris Oxford saloon, grey, brown leather, as new throughout, one owner, all new tyres, spare unused, genuine bargain; £550.

DOUGLAS CAR SALE, 806/822, Gt. Cambridge Rd., Enfield. Tel. Enfield 5150. [C1075]

1951 Morris Oxford saloon, black with brown upholstery heater; £635 or nearest offer.—Tudor 2772. [C6742]

1952 (May) Morris Oxford saloon, black, red leather, heater, 14,400 miles, one owner, immaculate; £715; trade enquiries invited.

W. J. BROWN, Ltd., Established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [C1025]

1949 Morris Oxford saloon, one owner only, outstanding condition; £525.—W. E. Challice, Cannington, Bridgewater, Tel. Combridge 228. [C6539]

1951 Morris Oxford saloon, 14,000 miles, one owner, immaculate condition; £595.—Cattermole's (Garages), Ltd., 79-89, Pentonville Rd., N.1. Ter. 1001. [C6504]

1949 30 Morris Oxford saloon, in superb condition, one owner, green, beige upholstery; £545.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C3026]

1951 Morris Oxford saloon, black, brown leather, heater, any inspection invited, 3 months' guarantee; £635.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.19. Vandike 1165. [C4054]

Morris Oxford Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Oxford.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

£650 cash waiting for best Morris Oxford or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

MORRIS SIX

NOV. 1950 Morris Six, covers, heater, perfect condition, one careful owner; nearest £595. Wan. 1864. [C6642]

Morris Six Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0675/R]

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris Six. Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Morris Miscellaneous Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Morris.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

SLOCOMBES, Ltd. Willenden 4869.

WE wish to purchase clean and genuine Morris cars.—58-52, Dudden Hill Lane, N.W.10. [W4017]

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767.

MORRIS in good condition for cash.—Tel. Valentine 2098 or 4674.

HATTON'S will buy post-war Morris models; distance no object.—Lord St., Southport, Tel. 2268. [0798/R]

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000 Seven Sisters Rd., Tottenham, N.15. [0998/R]

H. F. EDWARDS urgently require good Morris 14 for immediate cash; distance no object; details please to—20, Great Portland St., London, W.1. Tel. Langham 0012. [W2005]

Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford (Tel. Ilford 0961). [10471]

MORRIS—Genuine spares and specialist repair service, immediately available in the West End.

MORRIS & Co., Cleveland Garages, Cleveland St., W.1. Tel. Mus. 1932/8574. [10342/R]

LARGEST and quickest spares service in the South of England.—Hevens Garage, Ltd., Reading, Tel. 1436. [10206]

OLDSMOBILE

ACRES offer:—

1948 Oldsmobile Hydramatic 6 saloon, beige and maroon and stainless steel, with grey cord upholstery, complete with seat covers, heater and radio, magnificent condition; £825.

ACRES AUTOS, Ltd., 136, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. [C1062]

DISTRIBUTORS (RAWLENCE) Ltd.—Sales Service and spares.—Blindley Heath, Nr. Lingfield, Surrey. Tel. 330-1. [0217/R]

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600); Service Workshops and Spare Parts: 7, Pembroke Villas (nr. Westbourne Grove), W.11. (Baywater 6626-7.) [0576/R]

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.

LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600. [0627/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [W4015/R]

DISTRIBUTORS (RAWLENCE) Ltd. Blindley Heath, Nr. Lingfield, Surrey, Tel. 330-1. Will buy post and pre-war models at good prices. [0115/R]

OPEL

MAYNER MOTORS Ltd.—Opel distributors; buyers of all models comprehensive range of spares; exchange engine and unit service.—1-6, Southampton St., Southampton, Tel. 3266/4944. [0526/R]

1950s.—Opel Cadet, 1938 Master series, 4-door very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

Opel Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Opel.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

Opel Spares and Service

REPAIRS, guaranteed engines, gear boxes, suspensions, shock absorbers (telescopic, etc.), crown wheel and pinion, £9/5; mudguards, spares.—Tarrant & Frazer, Ltd., 10, Winchester Mews, N.W.3. Primrose 2647. [0240]

PACKARD

ANDOVER MOTOR Co., Ltd., Andover, Hants 3405 offer:

1948 Packard saloon in black and cherry red leather, heater, radio, and in superb condition; a bargain at £1,200. [C6708]

1947 Packard Clipper 4-door saloon, r/h/d, satin bronze with blue leather, radio, and in superb condition, recently overhauled.

H. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

£160.—1936 Packard drop head coupe, excellent condition, 4 new tyres, new maroon hood, new battery, brakes relined.—Tel. Palmers Green 1017. [C6568]

PACKARD limousine, March, 1938, straight eight; this car is in first class condition throughout, no occasional seats.—Bargain price to clear at The West-over Garage, Ltd., Bournemouth. [C6292]

£375.—December, 1939, Packard Super-eight 7-seater saloon, privately owned, chauffeur maintained, terms, exchanges.—G. S. Hall, Ltd., 52, King St., Hammersmith, W.6. Riverside 2881. [C2031]

2959s.—Packard 8, 1936 34hp touring saloon, black, fawn upholstery, radio, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

LIMOUSINE, Super-52hp/1937, also 1939, Deluxe Coachwork, black, forward occasional, delightful condition, carefully maintained, reasonable cost. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006]

Packard Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Packard.—Hampstead (Tube), N.W.3. Ham. 6041. [W4018/R]

LEONARD WILLIAMS & Co. (1940), Ltd.

PACKARD Sole Concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191/R]

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Packard buyers.—Wembley 8691/3903. [W4015/R]

JOE THOMPSON (MOTORS), Ltd., buyers of Packard.—97, Fulham Rd., S.W.3. Kensington 4658. [W4028]

7 SEATERS privately owned Limousine required, cash, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard spares, repairs specialists.—97, Fulham Rd., S.W.3. Kensington 4658. [C64028]

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469/R]

PEUGEOT

1939 4-str. 12hp l.h.d. d/h coupe, good condition, recent engine overhaul; £220.—Tudor 6070. [C6447]

1951 Peugeot model 203 R.H.D. saloon, 1970 and heater, turbo wheel disc, etc., exceptionally smart with an outstanding performance, including road holding, steering and braking up to the finest Continental standards, condition extremely good throughout; £885; many others, exchanges, deferred terms.—John H. Truscott, Ltd., 173, Westbourne Grove, W.11. Euston 4274. [C4059]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

PLYMOUTH

1951 Plymouth, guaranteed 12,000 miles only, in absolutely immaculate condition, regularly serviced by Chrysler Motors, many extras including radio, heater, covers, etc.; £1,650 or exchange; H.P. terms arranged.—Len Hayward, Ltd., Pipers Row, Wolverhampton. Tel. Wolverhampton 26011. (6757)

PONTIAC

£845 1947 Pontiac 4-door saloon de luxe, absolutely outstanding example, many extras, recommended 3 months' guarantee; hire purchase, exchanges.

AMBS Finchley Showrooms, 421/423, High Rd., L. Finchley, N.12. Finchley 6221. (East Finchley Underground.) (C2053)

Pontiac Cars Wanted

METCALFE & MUNDY, Ltd., will buy your Pontiac car.—280, Old Brompton Rd., S.W.5. (W3064)

SIMPSON'S MOTORS (WEMBLEY), Ltd., the Pontiac buyers; also large selection for sale. See under "American Cars."—Wembley 8691/3903. (W4015/R)

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works Jubilee Place, Chelsea, London, S.W.3. Tel. Fiamman 775-4.

SOLE distributors Great Britain for Pontiac cars and Pontiac parts. (C617/R)

PORSCHE

COLBORNE GARAGE, Ltd., Ripley, Surrey, England. Sole Concessionaires. All services available.—Tel. Ripley 2561. (C629/R)

RACING CARS

CLAND & TABOR, Ltd., Welwyn By-pass, Herts. A. Welwyn 481-2, offer:—

FORD single-seat racing car, fitted with Zoller supercharger, Scintilla mag., manual gear box, a very fast car, finished British racing green; £225. (C1001)

1952 Mark II Featherbed Norton engine, works overhauled, never used in 500cc car; offers.

—19, Princes St., Bedford. (6486)

COOPER'S GARAGE (SURBITON), Ltd., of Surbiton, Tel. Elm. 5346, are the sole concessionaires for Great Britain of the Cooper 500 and Cooper-Bristol formula II racing cars. (C621/R)

PERFORMANCE CARS stock a selection of vehicles suitable for competitions, including 2-litre H.W.M. Alta 2-seater; 1,496cc Tojeiro M.G., Arduin Allard streamlined 2-seater, details of Formula 2 and 3 available on request. See also under "Sports Cars." (C3041)

CHILTERN CARS offer the ex-A. N. L. Machlachian ex-J. W. Broad supercharged 747cc single-seater Austin, best times; standing kilometre 28.58sec; standing 1/4 mile 14.4sec; Spenley 44.5sec; Prescott 49.44sec; ready to race and offered complete with trailer and spares at £265; also G.P. Bugatti, Alta-Jaguar and Ulster Anton Martin—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2060. (C1045)

Racing Cars Wanted

FORMULA III car wanted for next season.—Send particulars and price to Box 8754. (6530)

RAILTON

AONE MOTORS (LONDON), Ltd.—Second to none selection; also spares, reconditioned engines and after-sales service.—18, Eccleston Square Mews, S.W.1; and 24, North Side, S.W.18. Tel. Vandyke 5181. (C533/R)

RAILTON 1937 29hp saloon, black, blue leather, sound of mechanical condition, new battery, tyres fair; £120 or offer.—Bell, 110, Mawson Rd., Cambridge. (6525)

£225—1937 model Railton 28hp foursome drop head coupe, a magnificent looking vehicle with good performance for £100 down.—Bram Motors, 130-184, West End Lane, N.W.6. Hampstead 6404. (C1024)

1938 Railton Straight Eight Fairmile drop head Foursome, black with grey hood, everything spotless, special suspension with anti-roll stabilizers, hydroelectrics and Newton shock absorbers, special high compression head, radio, Fram, Oilclon, musical horns, 46,554 miles recorded; £385.—Speedsters, Ltd., Horley 628 (see "Sports Cars" column). (C4020)

CHILTERN CARS offer an 8-cyl. Railton sports saloon, most attractively finished in Kile blue, with grey leather upholstery; this car has had one lady-owner since new and has always been chauffeur-maintained; a work-reconditioned engine has recently been installed and is not yet run-in; £550; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2060. (C1045)

Railton Cars Wanted

REQUIRED, good used Railton.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 118. (W2000)

PERFORMANCE CARS urgently require Railton drop heads.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

Railton Spares and Service

MAJOR J. P. S. BARBER, 10, Sussex Mews East, W.2, Paddington 8659 (night Bayswater 6755).—All models available and wanted. (15778)

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acton 4656. (C421/R)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Emsbridge 1873, offer 26hp rooney 6-cyl. saloon; £275.

1939 18hp foursome drop head, radio, taxed, as new; £250. (C126/R)

1950 (Nov.) Renault 760cc saloon, blue, taxed and insured, good condition, roof carrier; £450.—444, Dunstable Rd., Luton, Tel. 6513. (6590)

RENAULT 750 saloon, 4-door, September, 1952, dark grey, mileage 2,500, immaculate, taxed for year; £550.—Tel. Bramhall (Manchester) 419. (6766)

RENAULT

1940 Renault 8 saloon, rebuilt, 900 miles only, literally as new; £325.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. (C1014)

1950 Renault 8hp 4-door saloon, low mileage, fitted radio heater and flush fitting fog lamps, most economical; £495.—Pantiles Service Garage, London Rd., Guildford 5326. (C3055)

Renault Cars Wanted

RENAULT in good condition for cash.—Tel. Valentine 2000 or 4674. (W2018)

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Emsbridge 1873, purchase all models. (C127/R)

ROWLAND SMITH'S, the Car Buyers—Highest cash prices for Renault—Hampstead (Tube), N.W.3. Ham. 6041. (W4016/R)

Renault Spares and Service

GLANFIELD LAWRENCE, 2-10, City Rd., Cardiff, Renault distributors.—East Glamorgan—spares and service.—Tel. 20531. (C611/R)

RILEY

SCOTT CARS offer:—

1952 Riley 2½-litre, 14,000 miles, radio, heater, as new; £1,050.

SCOTT CARS, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. (C4016)

BOON & PORTER, Ltd.

DISTRIBUTORS, series 2½ saloon, green, heater, 7,000 miles, in new condition throughout; £1,195.

1950 (June) 2½ drop head coupe, Riley heater, 20,000 miles, sold and serviced by us to 25-years Riley enthusiast's only owner; £800.—Castelnaj, S.W.13 (By Hammersmith Bridge) Riverside 4444. (C1022)

B. J. HUNTER, Ltd., offer:—

1947 Riley 1½-litre saloon, maintained regardless; £650.

B. J. HUNTER, Ltd., 23, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. (C2040)

H. A. SAUNDERS, Ltd., offer:—

1951 Riley 2½-litre saloon, maroon with red upholstery, heater, recorded mileage 19,500; £945.

836—842, High Rd., N.12 Hillside 5272 (8 lines). (C2027)

H. A. SAUNDERS, Ltd., of Worcester.

1950 (Oct.) Riley 2½-litre saloon, black with brown leather; £695.

AUSTIN HOUSE, Worcester, Tel. 2568. (C4005)

GOY SALMON AUTOMOBILES offer:—

1949 Riley 1½-litre saloon, green/green leather, very good condition; £775.

1947 Riley 1½-litre saloon, black, red leather, excellent condition throughout; £595.—Portsmouth Rd., Thames Ditton, Emsbridge 5551-2. (C4001)

CLARKE & SIMPSON, Ltd., Riley sales and service, offer:—

(new) Riley 2½ saloon, red/red; £1,311.

1952 Riley 2½ saloon, black/brown; £995.

1950 Riley 1½ saloon, black/beige; £795.

CLARKE & SIMPSON, Ltd., 49, Sloane Square, S.W.1. Tel. Sloane 4727. (C1046)

CLAND & TABOR, Ltd., Welwyn By-pass, Herts. A. Welwyn 481-2, offer:—

1951 Riley 2½-litre drop head foursome coupe, finished black with beige leather, radio, heater, one owner, immaculate order throughout; £575. (C1001)

RILEY 1½, drop head coupe, rare model; £575; part exchanges and terms.—Before 10 a.m., Val. 4674. (C2018)

SUSSEX specialists for Riley cars and spares.—Caffyns, Ltd., Lewes 1221. Successors to Lewes Motors, Ltd. (C057/R)

PERFORMANCE CARS—Good selection always available; written guarantee.—See under "Sports Cars." (C3041/R)

£585—1946 (September) Riley 1½-litre saloon, black/green upholstery, recorded mileage 32,000, one owner.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. (C1070)

BEARTS of Kingston, Riley specialists, sales, spares repairs.—102, London Rd., Kingston. Kingston 19273/R

1936 model Riley Falcon, good condition; £165, o.n.o.—Clarke, 10, Park Ave., Salford, Salford 10. (6574)

1937 Riley 12 4 saloon, guaranteed; £255.—Oldfield, 586, Kensington High St., W.14. Wes. 6631. (C3029)

1936-7 Riley 12hp Falcon saloon, superior condition; £220 o.n.o.—15, Betenson Ave., Sevenoaks (4762). Seen London. (6621)

1947 Riley 1½-litre sal. immaculate throughout; £570.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. (C4019)

£550—1947 1½ Riley, engine completely rebuilt, black, green leather.—Orchard Cottage, Kenley Park, Guildford 62861. (6553)

1951 (July) Riley 1½-litre saloon, radio, 12,000 miles; £590.—Greer & Zonis, Ltd., 246/252, Deansgate, Manchester, 5. Tel. Deansgate 5325/6. (C2028)

RILEY

1948 (February) Riley 1½-litre saloon, black with brown upholstery, well maintained; £345.

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (C3023)

1949 (Aug.) Riley 1½-litre saloon, black, with brown leather, 25,000 miles, as new; £765.—Below

1947 (March) Riley 1½-litre saloon, black, with red leather, 54,000 miles, in 1950 condition throughout; £625.—Gibson's Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. (6204)

£395—Riley 12 4-door saloon, bodywork and interior excellent tyres as new, tip-top mechanically, choice 2.

BENMOTORS, 1, Clarendon Rd., Holland Park, London W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchanges, h.p. (C1017)

CAMDEN MOTORS for Rileys.—2½-litre saloon 1952, just 12 months old, most immaculate specimen, very small mileage, many extras; £1,075.

CAMDEN MOTORS for Rileys.—Also 2 1951 drop heads, both with radio and heater.

CAMDEN MOTORS for Rileys.—2½-litre saloon, late 1951 one owner, condition almost as new throughout; £945.

CAMDEN MOTORS for Rileys.—1½-litre Nuffield saloon 1939, very light-looking car, similar in many respects to post-war model, fitted discs, etc., usual exhilarating Riley performance; £345.

CAMDEN MOTORS for Rileys.—Kestrel 6-Light saloon 1937 series, maroon and black, extensively reconditioned, very smart lines, a fast car, delightful to drive; £235.

CAMDEN MOTORS for Rileys.—1½-litre saloon, June, 1950, fitted heater, serviced every 2,000 miles by distributor on behalf of very fastidious owner, original tyres just replaced by new set of Avons; £445.

CAMDEN MOTORS for Rileys, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

THE RILEY CENTRE at 189-195, Pavilion Rd., Sloane St., S.W.1 (3 minutes Sloane Sq. Tube), Sloane offer the following Rileys:—

£195—1936 Falcon 1½-litre, excellent order, taxed.

£135—1936 Merlin 1½-litre engine overhauled, body fair.

£165—1932 Camcock 2½-litre, overhauled, taxed.

£140—1952 Monaco, a good specimen, taxed December.

MANY others from £55 and all with written guarantee.

A8 we sell Rileys only we can offer you the best price for yours. (C3063)

495 gns.—Riley, September, 1947, 1½-litre sports 4-door, black, leather, heater, very good condition; terms, exchanges.—Rowland Smith, below

165 gns.—Riley 9, December, 1935, Kestrel sports saloon, black, red leather, very good condition; terms, exchanges, list open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. (C4018)

JACK ROSE, Ltd., offer: 1952 2½ Riley, in black red lide, very clean inside and out; accept £795.—Stafford Rd., Wallington, Surrey. Wallington (C3056)

1949 Riley 1½-ltr. sal., black/red, one owner, serviced from new by our works; £790.—C. A. Peto, Ltd. 42, North Audley St., W.1. May. 305. (C3043)

£125—Riley Lynx 9hp, 1935, open 4-seater, green, nice condition; terms, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Hampstead 9712. (C1052)

1950 Riley 2½-litre, 20,000 miles, green, sliding roof, excellent condition; £795.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). (C1050)

OFFERS invited for 1951 1½-litre Riley, fitted radio and heater, recorded mileage 25,000, metallic green finish, spotless condition.—Wholesale (Newbury), Ltd., The Broadway, Newbury, Tel. 1020. (6660)

1938 Riley 16/4 Kestrel saloon, 5-speed with overdrive, very good condition, mechanically sound; £375; exchanges; Riley repairs, spares.—Westhills Motors, Balfour Rd., Hounslow 9559. (6594)

1950 (June) Riley 2½-litre saloon, maroon/red leather, Radiomobile wireless, under 16,000 miles, a one-owner car, exceptionally well cared for; £885.—Edgar Harrison, Ltd., Mayfair 0902. (6552)

1950 (Oct.) Riley 2½-litre saloon, black/red leather, one owner, low mileage, fitted heater and numerous extras; this year underwent complete chassis overhaul costing £246; £845.

H. A. SAUNDERS, Ltd., 226-230, Euston Rd., N.W.1. Euston 4511. (C4040)

1947 (Nov.) Riley 1½-litre saloon, black, 28,000 miles, one owner, immaculate condition, radio, heater, leather upholstery; £595.—Grinton & Thompson, Ltd., Lancaster Rd., Uxbridge 1148, Middx. (6640)

ALL Riley sales and service facilities available at our new depot, new and second-hand bargains, demonstrations by appointment.—Coventry Motor Mart, Ltd., The Riley Distributors, London Rd., Coventry. Tel. 2146. (C4046/R)

ROYS offer: 1937 Riley 9 Monaco saloon, new tyres, battery, etc.; £195; also 1935 Riley 3 Monaco saloon, £165; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

RILEY 6/15 Adelphi saloon (first reg. 27/8/37), black with green leather upholstery, outstanding performance in keeping with Riley tradition; attractive price; H.P. terms available.—Hamtune Motors, Ltd., 39, Sheep St., Northampton. Tel. 5616. (6492)

1953 Series 2½-litre Riley black saloon under 5,500 miles. Fitted latest twin speaker H.M.V. radio, and other extras, genuine reason for sale; £1,115 or exchange with cash adjustment for low mileage 1952 Mark 7 Jaguar at reasonable figure.

55, Broadwalk, E.18 Wansford 2698. (6625)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1951 RILEY 2½-litre saloon, black, beige, one owner, radio, heater, £355.
RIPCO, Ltd. (Rileys Purchased), 16, Albemarle St., Mayfair, London, W.1. Hyde Park 2952/3/4. (C3052)

Riley Cars Wanted

C M THE CAR MART, Ltd. wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. (0969/R)

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Riley.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

YORKSHIRE.—The Riley buyers. Barkers of Oakwood Leeds 8. Tel. 58236/7. (0094/R)

EXCEPTIONALLY high prices paid for Rileys in good condition.—Mayfair 0131. (W3008)

OFFER your Riley to Rudds, 65, Victoria Rd., Central Station, Worthing 4455. (6424)

C.N.K. MOTORS require clean pre-war Rileys.—353, Finchley Rd., N.W.3. Hampstead 5712. (W1052)

PERFORMANCE CARS urgently require Rileys.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

BLAKES Riley distributors, will purchase any Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 8622. (W3735)

URGENTLY required, 1946-52 Riley 1½-litre saloons.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1691. (1440)

H. F. EDWARDS urgently require good Riley for immediate cash; details no object, details please to—19, Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. (W2059)

Riley Spares and Service

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244/5. (0246/R)

ACOT ENGINEERING, Ltd.—Preslector gear boxes, exchanges and repairs.—169 Fulham Rd., S.W.3. Kensington 7501. (0258/R)

J. JAMES (LONDON) Ltd. carry the largest stock of Riley spares in the country, special equipment for mechanical and coach repairs.—Garsers Lane, Highgate Rd., London N.W.5. (Jul 5446. (0092/R)

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited, send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. (8149)

ROLLS-ROYCE

C M THE CAR MART, Ltd.

1947 Rolls-Royce Silver Wraith special Phantom (4-door all weather) by Freestone & Webb, green with brown leather upholstery. 30,000 miles. £2,575.

1939 Rolls-Royce Wraith Park Ward sports saloon, black and grey with beige upholstery. 74,000 miles. £1,850.

1938 Rolls-Royce 25/30hp Thrupp & Maberly landaulette, black with fawn upholstery. 63,000 miles. £1,050.

"CAR MAR" Ltd., Gloucester House, 150 Park Lane, C.W.1 (Corner of Piccadilly). Grosvenor 3434. (C1039)

RIPON

RIPON

RIPON BROS. Ltd.

THE leading Northern Rolls-Royce and Bentley specialists.

HAVE a very fine selection of post-war Rolls-Royce and Bentley cars.

RIPON BROS. Ltd., Huddersfield 7070 (10 lines).

RIPON Also Bradford, Leeds and Sheffield. (0905/R)

LB Ltd. offer:—

1935 20/25hp Rolls-Royce Utility, black and dark blue with dark blue leather splendid opportunity for purchaser of such a car

PADDON BROS., 60, Cheval Place South Kensington, S.W.7 Tel. Ken 9477-7478. (C3035)

VINTAGE AUTOS.

WE always have an ever-changing selection of good pre-war Rolls for sale at very reasonable prices and we are always interested in purchasing similar Rolls.

VINTAGE AUTOS, 66, London Rd., Tooting, Tel. Mitcham 3951. (C4039)

GATEHOUSE offer:—

1927 Rolls-Royce 20hp saloon, with division, one owner; £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mountview 4444. (C2021)

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers offer early delivery of new cars with standard and special coachwork, also the following used cars from their selection:

1953 Silver Wraith Hooper touring limousine, left-hand drive with automatic gearbox, under 6,000 miles one owner; £6,800.

1951 Silver Wraith James Young sports saloon with division, 14,000 miles. one owner. £5,500.

1950 Silver Wraith enclosed drive limousine by Park Ward, face-forward extra seats, one owner. 23,000 miles; £3,500.

1937 (April) 25-30 owner-driver sports saloon by H. J. Mulliner (no division), 55,000 miles, customer's property, N.R. history. £1,495.

AUDLEY HOUSE, North Audley St., W.1. Mayfair 5242. (C3030)

11 Chipstead Motors, Ltd.—See our advertisement under "Sports Cars." (C1046)

ROLLS-ROYCE

J B JACK BARCLAY, Ltd.

EXCLUSIVELY for Rolls-Royce and Bentley.

LARGEST Official Retailers of Rolls-Royce and Bentley; please write for stock list; open until 8 p.m.

EXAMPLE.—1952 (Nov.) exhibition model large-bore Silver Wraith saloon with partition by James Young, painted beige and mulberry with beige leather upholstery, mileage 7,000; price £5,950.—Jack Barclay, Ltd., Berkeley Sq., London W.1. Open until 8 p.m. Tel. May. 7444. (C1082)

SWANMORE GARAGE offer:—

PHANTOM II Rolls-Royce by Gurney Nutting irresistibly attractive lines.

PHANTOM III Rolls-Royce 7-seater by Freestone & Webb.

20-25 Rolls-Royce shooting brake an exceptionally fine vehicle.

20hp Rolls-Royce shooting brake equally attractive.

SWANMORE GARAGE, 1176-1180, Churchchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 45344. (C4034)

B. J. HUNTER, Ltd., offer:—

1933 Rolls-Royce 25hp saloon, attractive body; £550.

B. N.W.2. Tel. Gladstone 6503. (C2040)

TAYLOR & CRAWLEY offer:—

1939 Rolls-Royce Wraith (WHC) mitred-edged sports saloon by Thrupp and Maberly; 1,000 miles since complete overhaul by authorized specialist; owner-driver car of great appeal; £2,150.

1934 Rolls-Royce 20/25 (G.N.C.) sports saloon by Hooper; grey and black/maroon leather; good history; £600.

ROLLS-ROYCE 20hp, fine old car with Hooper limousine body; £200.

1926 Rolls-Royce 20hp saloon, mileage 8,000; this is not a mid-price; in excellent condition.

48 Kensington Court W.8. Western 6015. (C4036)

MASCOT MOTORS, Ltd. offer:—

1938 50hp Park Ward convertible sports saloon.

1937 30hp T. & M. semi-razor-edged sports saloon.

1935 25hp Park Ward special saloon with division.

1935 25hp Hooper sports saloon with division.

1934 25hp Hooper sports saloon.

1933 25hp Arthur Mulliner sports saloon.

WE are anxious to purchase pre-war Rolls-Royce and Bentleys with owner-driven coachwork.

MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. (C3007)

1928 20hp 7-seater limousine; £200.—Colonel Hawkins, Shipmeadow, Beccles, Suffolk. (6482)

1930 25hp Rolls-Royce owner-driver saloon, two owners, 64,000 miles only, original registration book, £365, terms arranged.

1934 25hp Rolls-Royce Hooper saloon, with boot £695.

1936 25hp Rolls-Royce Hooper sports saloon, altogether a superlative example; £1,095.

R. C. MORTLAKE, 255, Kensal Rd., London, W.10. Arrol 4804. (C3017)

ROLLS-ROYCE, August, 1949, Mulliner Sedan de ville, 15,000 miles, chauffeur driven, R.R. maintained, perfect condition.—Write Box 8771. (6541)

1934 20/25 Park Ward sports saloon; 1935 20/25 Hooper sports saloon; both cars in outstanding condition.—The Basingstoke Motor Co., Ltd., Basingstoke, Tel. 477. (C1012)

1935 Rolls-Royce 7-passenger limousine, face-forward seats, body by Mulliner.—Evans & O'Malley Ltd., Loundes Sq., Knightsbridge, S.W.1. Tel. Sloa. 1355 or 1709. (6688)

ROLLS-ROYCE 20 25 and 30hp owner-driver saloons, also limousines at specially low prices.—Claude Burgoyne & Co., St. Peter's Garage, St. Peter's Rd., Hamersmith, Riverside 7644. (6116)

1939 Rolls-Royce Wraith 5-seater Gurney Nutting sedan, finished black and maroon with maroon upholstery, electric division, radio; £1,750.—Middlesex Motors, Harrow 0022. (6511)

1935 Rolls-Royce 20-25hp 4-light sports saloon by Hooper, black with beige interior, mileage 59,000.—Pull particulars from Dixons Garage, 134, West Hill, Putney, S.W.15. Putney 0396. (C1073)

ROLLS-ROYCE Wraith sports saloon, Park Ward body, radio, heater, taxed, first registered 11/8/41; £1,975.—Ireland's Garage Ltd., Parkfield Rd., Wolverhampton, Tel. W. ton 36772. (6630)

795 gns.—Rolls-Royce, 1937 25/30hp Hooper 7-passenger limousine, black leather throughout, swept tail, face-forward occasional, division, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Rolls-Royce 1933 Phantom II 40/50hp Barker 4-door sports saloon, black, sliding head, brown leather, Ace discs carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Sat.-days.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. (C4018)

1936 25hp Rolls-Royce Hooper 4-door sports saloon, sun roof, black with brown leather interior, chauffeur driven, exceptional condition throughout; £975.—Eggsfield Bros., Cornwall Gardens Walk, Kensington, S.W.7. Western 7079. (6684)

ROLLS-ROYCE

H R O H R. OWEN, Ltd.

LONDON'S leading specialists in Rolls-Royce and Bentley cars, offer the following selection:—

1950 Rolls-Royce Freestone & Webb touring limousine, green with beige hide, 45,000 miles. £4,250.

1949 Rolls-Royce James Young r/e sports saloon, black with blue hide, recent overhaul; £4,250.

1939 Rolls-Royce Wraith Hooper saloon with division, black with hide and cloth upholstery; £2,350.

1939 Rolls-Royce Wraith Hooper limousine, black with hide and cloth upholstery, 81,000 miles. £1,950.

1937 Rolls-Royce Phantom III saloon with division by Barker, black with grey hide, 59,000 miles; £895.

1934 Rolls-Royce 20/25 Mann Ekerton sports coupe, blue with blue hide, 86,000 miles; £995.

WE are interested in the purchase of Rolls-Royce cars and invite communications from owners who have such vehicles for disposal.

H. R. OWEN, Ltd.,

17, Berkeley St., London, W.1. Mayfair 9060. (C3032)

HEARSE, new 1953 Bearer, partitioned de-luxe body, seating six, on 1934 25hp Rolls, inspection at

STATION Approach, Kew Gardens, Surrey.—Alpe & Saunders (Coachbuilders), Ltd., Richmond. (6691)

HEARSE, 1954/5 HK Series, Phantom II fitted partitioned 6-Bearer Deluxe Coachwork, exclusive equipment, exceptional value. £985. Alpe & Saunders, Providence Court, North Audley Street. Mayfair. (C1006/1)

£585 !!! Magnificent 25hp fourseater d/v Rolls rebuilt 1939, finished in cream with red leather fitted H.M.V. radio, heater, Tynan seat covers, etc.; terms, exchanges.—Gt. Western Motors (London), Ltd., Bishops Bridge Rd., W.2. Ambassador 1061. (6679)

25/30 Rolls-Royce, first registered 1/9/37, fitted with most attractive sedan de ville sports saloon body by Windover, equipped with many extras, very reasonable mileage and well maintained.—Arthur Mulliner, Ltd., Bridge St., Northampton. Tel. 307. (C3019)

PHANTOM II Rolls-Royce sedan de ville, additional seats, radio, heater, mileage 18,000, completely overhauled by Messrs. Rolls-Royce and fitted with 1953 modifications, not used since; list price £7,500; price £3,950.—H. C. Paul Ltd., 52 Bruton Place W.1. Mayfair 0621-2. (C3040)

THE SOUTHERN MOTOR Co., originators of the Rolls-Royce replicas, have a few models in stock at reasonable prices.—Works, Old Hunts Green, Lowfield Heath (adjacent to Gatwick Airport); office, Gillian Cottage, Lowfield Heath, nr. Crawley, Sussex. Tel. Crawley 437. (6507)

1948 (Jul.) Rolls-Royce Silver Wraith, fitted with Mulliner Sedan de Ville, additional seats, radio, heater, mileage 18,000, completely overhauled by Messrs. Rolls-Royce and fitted with 1953 modifications, not used since; list price £7,500; price £3,950.—H. C. Paul Ltd., 52 Bruton Place W.1. Mayfair 0621-2. (C3040)

ROLLS-ROYCE, £735.—20/25 sports saloon; my master covets my younger sister so he and I must part, my whispering sail, utter comfort and smooth surge of power will delight you; born in 1934, James Young built me a pleasing sports body and I do so for you; cheap car accepted whilst waiting delivery other Rolls.—Lane, Station Rd., Swanage. (6632)

OWNER-DRIVER 50hp, GGR/1938, 4-light Barker Sedan without partition, swept tail, concealed boot, mileage 18,000, leather throughout, carefully maintained, excellent history, reasonable cost.

LIMOUSINE 1954/25hp, partitioned Hooper, black, forward occasional, leather, carefully maintained. £495.

LIMOUSINE Phantom III, Mulliner, partition, exceptionally roomy, forward occasional, black, rear boot, lavishly equipped, beautiful lines, mileage 44,000, two private owners. £895.

9280 miles Phantom III, Park Ward partitioned, delivered 1946 (BT Series, history available), beautiful condition throughout, exceptional opportunity, £1570.

WRAITH 1939 Park Ward partitioned Limousine, forward occasional, carefully maintained, black, low mileage, reasonable cost.

A LPE & SAUNDERS always purchase Rolls-Royce. 2941. A Providence Court, North Audley Street. Mayfair. (C1006)

Rolls-Royce Cars Wanted

C M THE CAR MART, Ltd. wish to purchase Rolls-Royce cars.—Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly). Grosvenor 3434. (0970/R)

J. MARSHALL.

WANTED, Rolls-Royce 22/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869 St Albans Rd., Watford, Tel. Garston 3369. (0498/R)

1925 to 1935 Rolls required, in any condition.—26 Queensale Mews, Kensington, S.W.7. (5773)

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Rolls-Royce.—Hamstead (Tube), N.W.3, Ham. 6041. (W4018/R)

PERFORMANCE CARS urgently require Rolls-Royce.—Great West Rd., Brentford, Middlesex. Ealing 8841. (W3041)

ROLLS-ROYCE Wraith sports saloon, preferably immediate post-war.—Details, price, history to Box 8793. (6695)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Rolls-Royce Cars Wanted
JACK OLDING, official retailers and repairers, are interested in the purchase of good used cars.—North Audley St., W.1. Mayfair 5242. (W3030)

A&S always purchase 7-passenger 25/30hp Limousines, also Coupes and Saloons with boot.

A&S urgently require Phantom II private Limousines, also Phantom III sports Saloons. Also particulars, history and details to North Audley Street, Mayfair 2941. (W1006)

THE SOUTHERN MOTOR CO. is interested in the purchase of all types of Rolls-Royce cars, particularly our pre-war replicas.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. (6283)

ROLLS-ROYCE, preferably with small coach-lamps and basket-work coachwork, required by private purchaser.—All particulars, history and details to Simmons, 12, Rex Place, Mayfair. Grosvenor 2635. (C4014)

WANTED privately, Rolls-Royce or Rolls-Bentley, circa 1935-37, owner driver saloon or drop head, in fine condition; particulars and photograph if possible please.—Simmons 15, Courtlay Gate, Hove, Sussex. (W4014)

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, buy good late cars.—18 Berkeley St., W.1. Mayfair 0266. Service works and stores, Barnside Yard, off Egin Avenue, W.9. Tel. Cunningham 5936-7-8. (0597/R)

Rolls-Royce Spares and Service
JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models. **WORKS**—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). (S1062/R)

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers, W.1. Mayfair 0266. **SHOWROOMS**: 18 Berkeley St., W.1. Mayfair 0266. **SPARE parts**.

SERVICE: Barnside Yard, off Egin Avenue, W.9. Tel. Cunningham 5936-7-8. (0614/R)

JACK OLDING, official retailers and repairers, reception in the heart of Mayfair; complete overhauls, mechanical or coachwork.—Tel. Mayfair 5242 for collection.—18, Providence Court, W.1. (S850/R)

ALL spares for 30 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines required for 12 months for the above models; full repair service at reasonable charges; also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3562. (0064/R)

ROVER 10

1948 Rover P.3 6-light saloon, grey, immaculate, one owner only who can produce complete record of car from new; £765.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., London, S.W.5. Fremantle 8401/2. (C4056)

1938 Rover 10 sal., very sound and clean; £295.—Smith & Hunter, Ltd., 378 Kensington High St., London, W.14. Tel. Western 2312. (C4013)

1946 Rover 10 saloon, from original owner, black, splendid condition throughout; £545, with three months' written guarantee, free after-sale service; usual H.P. facilities.—Harold Simmons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2. (Junction of North Circular and Gt. North Rd.) Three minutes trolley E. Finchley Tube. Finchley 0052-53. (C4065)

ROVER 12

1937 Rover 12 saloon, new engine just fitted; £295; 3 months' guarantee, terms and exch. Rd.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Horsey, Mountview 5228 and 5774. (C4054)

1939 black, excellent condition and very reliable, two owners only 75,000 miles; £520.—J. A. Bovill, Mytton Hall, Montford Bridge, Shrewsbury. (6406)

CAMDEN MOTORS for Rovers.—12hp sportsman's 4-Light saloon, July 1947, one owner since new, original Rover green finish, attractive condition and in thoroughly sound mechanical order; £595.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

ROVER 14

£525—Rover 14 sports saloon, first registered January, 1947.—Owner, Eltham 6439. (6592)

1939 Rover 14 drop head coupe, guaranteed; £300.—Bov.

1938 Rover 14 saloon, guaranteed; £280.—Oidfield, 386, Kensington High St., W.14. Wes. 6231. (C3929)

£315—1939 Rover 14 saloon, very clean car; terms.—Autonips, 5, Balham High Rd., Balham 1509. (C1008)

£555!!! Registered 1947 Rover 14 de luxe saloon, bodywork magnificent, interior beautiful and chassis 100%; 3 months' guarantee; hire purchase, exchange.

L. AMBS, Finchley Showrooms, 421-423, High Rd., L. Finchley, N.12. Finchley 6221 (East Finchley Underground). (C2052)

ROVER 16

1938 Rover 16 sports saloon, exceptional; £365.—Autocarok, Ltd., Winchester, Tel. Winchester 4834. (C1010)

1947 Rover 16 sports saloon, black, taxed.—Allery & Bernard, Ltd., 372, Kings Rd., Chelsea, Pla. 7345. (6330)

CASS'S MOTOR MART—1947 Rover 16 saloon, black, heater, unblemished, one owner, written guarantee.—5, Warren St., W.1. Euston 4110. (C1040)

1947 Rover 16 saloon, black, perfect condition throughout.—Further particulars from W. E. Challice, Canington, Bridgewater. Tel. Canowick 226. (6538)

ROVER 16

1947 Rover 16 6-light saloon, green/green, excellent condition; £575.—Peter Bantock, Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/5870. (C1014)

CAMDEN MOTORS for Rovers.—16hp sports saloon, Feb. 1946, resprayed earlier this year in Rover grey, very smart leather interior, heater, twin pass-lights and mellow tones, tailored seat covers, mechanical condition even better than the appearance; £345.

CAMDEN MOTORS for Rovers.—Also 2 1947 models, one sportsman's saloon and one 6-light saloon fitted radio.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

ROVER 20

BRUTONS, Ltd.—1939 Rover 20 saloon, black, recent reconditioned engine, well shod, heater, taxed year, fast reliable car, Continental touring; £385.—13-14, Otten Mews, Empress's Gate, S.W.7. Fremantle 0542. (C1026)

ROVER 60 & 75

ACRES offer:—

1950 Rover P4 saloon, finished pastel blue with leather upholstery to match, heater and ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. And at 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. Tel. Macaulay 2211-2. (C1002)

CAR MART, Ltd.

1951 Rover 75 P.4 saloon, heater, 18,000 miles; £1,045.—Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212. (C1039)

R. F. FUGGLE, Ltd.

1951 Rover 75 P.4 saloon, one owner, 7,000 miles (genuine), colour black, carefully maintained since new; £1,125.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. (C2017)

H. M. BENTLEY & PARTNERS, Ltd., offer:—

1951 Rover P4, green with grey leather, one owner, 23,000 miles; £1,045.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. (C1019)

BROOKLANDS, individuality, new and used cars

1951 Rover P.4 saloon; 15,000 miles.

103, New Bond St., London, W.1. Mayfair 3351-6. (C1029)

1953 (July) Rover 75 saloon, 600 miles.—Weybridge 600. (C4023)

1948 Rover 60 sal., black/green, radio, heater, 25,000 miles, ex. cond.

1950 Rover P.4 sal., blue, radio, ex. cond., mileage 23,000; £950.—Tidford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. (C4029)

1951 Rover 75 P.4 dark green saloon, low mileage, one owner, extras, sun roof, H.M.V. radio; £1,150 or offer.—Tel. Rugby 2304. (6500)

1953 Rover, latest type saloon.—Green & Zonia, Ltd., 246-52, Deansgate, Manchester, 5. Tel. Deansgate 3325-6. (C2028)

SEVENTY-FIVE saloon, October 1952, mileage 5,000, carefully run in, a new car to all intents and purposes; £1,225.—Tristrams, Ltd., Chester. Tel. 25262. (6495)

1952 (July) "75" saloon, black, red leather, one owner; £1,195.—Jack Oding & Co., Ltd., Audley House, North Audley St., W.1. Mayfair 5242. (C5050)

1952 Rover P4, black, red leather, radio and heater, immaculate, one owner, nominal mileage; £1,225.—Cox's Motors, 11/15, Conduit St., Leicester 60519. (C1059)

1948 Rover 60, one owner, 22,000 miles, perfect condition throughout; £745; terms part exch. welcome.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. (C2035)

CAMDEN MOTORS for Rovers.—75 saloon de luxe, first registered and delivered January, 1949, fitted heater, etc., maroon with leather upholstery to tone, nominal mileage; £775.

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CAMDEN MOTORS for Rovers.—75 saloon 1951, in black, very low mileage indeed and practically indistinguishable from new; £1,095.

CAMDEN MOTORS, the Rover Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1951 Rover P4 saloon, colour blue, fitted H.M.V. radio, taxed year, a car worthy of inspection; £1,075.—Evans (Wimbledon) Ltd., Rover main dealers, Alexandra Rd., Wimbledon 0165/4. (5317)

1953 (Feb.) Rover 75 saloon, finished black with red leather, 4,300 miles, and as new; very carefully run in; £1,325.—Rice Brothers (Horsham), Ltd., 6, Springfield Rd., Horsham, Tel. 500 3. (6543)

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EVANS (WIMBLEDON), Ltd.—A selection of high-grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon 0165/4. (5111)

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LAND-ROVER

GUY SALMON AUTOMOBILES, offer:—

1951 Land-Rover, large engine, 11,000 miles, very good condition throughout; £450.—Portsmouth Rd., Thames Ditton, Esherbrook 5551-2-3. (C4001)

1951 Land-Rover, one owner, excellent condition, mileage 14,000; £400.—Box 8653. (6206)

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HARVEY HUDSON, Ltd. (the Land-Rover Specialist), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. (W2039)

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Land-Rover.—Hampstead (Tube), N.W.1. Ham. 6041. (W4018/R)

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ENGLAND'S Largest Rover Distributors.

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BEARDS of Kingston, Rover Specialists, sales, spares repairs.—102, London Rd., Kingston, Kingston 3348. (0060/R)

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THE CAR MART, Ltd., wish to purchase Rover cars.—105, Park Lane W.1. Grosvenor 3434. (0971/R)

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URGENTLY wanted, good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford, Tel. 62907. (0242/R)

CASS'S MOTOR MART require carefully used Rover.—Euston 4110 and 5323. (W1040)

ROVER 1949 75 model saloon required, under 20,000 miles.

ARNOLD O. WILSON, Ltd., Regent St., Leeds, 2. Tel. 34681 (5 lines). (4795)

BLAKES, Rover agents, will purchase any Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. (7736)

LOW mileage post-war Rover wanted.—Bosam Whittebb, Chalfont St. Peter Bucks. Pinner 494. (W1085)

£1200 cash waiting for best Rover or similar car offered.—34, Streatham Hill, S.W.2. Tulse Hill 2676. (W3016)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Good used Rover cars required.—321 Romford Rd., Forest Gate, E.7. Maryland 4818. (0436/R)

H. F. EDWARDS urgently require good Rover for immediate cash; distance no object; details please to—19 Seabrook Rd., Hythe, Kent. Tel. Hythe 67311. (W2059)

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LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialized service.—Tel. Datchet 84. (0047/R)

LEATHWOOD'S GARAGES, Ltd., 205 St. James's Rd., Croydon, Tho. 1222. Main Rover dealers for Croydon. (0819/R)

R. P. POWELL MOTORS, Ltd., East London area dealers.—Full repair and spares service available.—321, Romford Rd., Forest Gate, E.7. Maryland 4818. (0437/R)

BARKING—For full stocks of spares and genuine service for Rover owners come to Albion's Garage, Ltd., 105-7, Longbridge Rd., Barking, Tel. Rippelway 1285.

DAVID ROSEFIELD, Ltd., Rover Distributors, Lancashire and Cheshire; very large spares stock available.—Chetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. (0955/R)

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£525!!!—1948 (registered 1951) 1,100cc Simca 4-door sports saloon very small mileage 35mpg and 75mph taxed.

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£325—1947 Singer 10 saloon, very clean car; (term.)—Autonips, 5, Balham High Rd., Balham 1509. (C1009)

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1951 Singer 8M saloon, well-kept car; recommended: £595.
B. J. HUNTER, Ltd., 12, Crickwood Broadway, N.W.2. Tel. Gladstone 6505. [C5040]
1953 Singer Roadster 1500; £665.
GORDON CARS (LONDON), Ltd., 373, Euston Rd., N.W.1. Eus. 111. [C2010]
1951 Singer 8M 1500, superb condition, 16,000 miles only; bargain, £535.
OVER HALL GARAGES, Ltd., Staines Rd., Bedford, Bedfordshire, Ashford 2623. [C6745]
1934 Singer 9 Le Mans 2-seater: £150 o.n.o.—12, Priest Close, Nettlebed (Oxon). [C6643]
1947 Singer sports, £375; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings, Tel. Seven Kings 5536. [C5046]
GUY ALFRED & Co., Ltd.—1951 series Singer 8M 1500 low mileage, unmarked, taxed, extras, £585.—6-7 Warren St., W.1. Euston 2668. [C1005]
£595—Feb. 1951 Singer 8M 1500 saloon de luxe, beige, heater, seat covers, excellent condition, serviced every 2,000 miles by local distributors.
CAMDEN MOTORS, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1035]
1938 Singer 9 Bantam saloon, in good condition throughout 4 brand new Goodyear tyres: £150.—61, Garratt Lane, Wandsworth, S.W.18. Bat. terse 5770. [C4063]
1937 Singer sports saloon, reconditioned throughout, enthusiast's car; £245; part exchange terms arranged.—King's Autos, 725-7, High Rd., Seven Kings, Tel. Seven Kings 5536. [C5046]
750cc—Singer 9, 1951 model, Bantam tourer, leather good condition; terms, exchange; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018]

Singer Cars Wanted

ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Singer.—Hampstead (Tube), N.W.3. Ham 6041. [W4018/N]
B. J. HUNTER, Ltd.,
URGENTLY require good Singers.
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6505. [W2040]
SINGER in good condition for cash.—Tel. Valentine 2099 or 4674. [W2018]
H. F. EDWARDS urgently require good Singers for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012. [W2003]

Singer Spares and Service

RECONDITIONED units and spares.—Coulthurst & Grimshaw, Whalley New Rd., Blackburn. Tel. 48091-2. [C6473]
AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowerthorpe, Ferry Rd., Barnes S.W.13. Riverside 6466. [W754/R]
GORDON CARS (LONDON), Ltd., the London Singer distributor for spares, repairs and service.—N. Aitken's Lane, Golders Green N.W.11. Speedwell 4701-2. [C0605/R]
ALLENS OF BRISTOL—Singer distributors for Somerset and South Gloucestershire; comprehensive spare stock; quote chassis number.—Berkeley Square, Bristol, Tel. 22514. [C0219]
MANCHESTER South Lancashire, North Cheshire; specialised sales, service and spares facilities.—Parkers Ltd., Distributors, Bradshawgate, Bolton, Tel. 4080, Deansgate, Manchester. Deansgate 4507 [C350/R]

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DON'T come to us if you wish to purchase a post-war "mode n" or pre-war "ired and butter" car. (We hate 'em.) But if you require a good thoroughbred vintage sport or Continental car we have the finest stock in the country. Always 60 cars for the enthusiast from £60 to £500. As our stock is constantly changing, by the time you read this advertisement most of the cars we would have advertised will have been sold. Kindly phone, write or call for the car you require. Immediate 10 p.m. terms and insurance on any car. We are open till 10 p.m. for inspection 7 days per week.
VINTAGE AUTOS 66, London Rd., Tooting, Tel. Mitcham 3951.
VINTAGE AUTOS
HAVE great pleasure in announcing the opening of yet another new branch, five minutes from Crystal Palace race track at 185, Elmers End Rd., Beckenham, where we will stock a good selection of sports and thoroughbred carriages all under £200. Restaurant and filling station for your convenience, open till 9 p.m. 6 days per week and 9 till 11 Sundays for inspection.—Please phone Beckenham 2521 for full stock details. [C4039]
MERCURY offer:—
£395—1939 3½-litre 8.8, 100 Jaguar 2-seater drop head coupe, finished in black, usual 8.8, 100 performance, £275; 1937 Singer 1½-litre 4-cylinder open 4-seater; this is one of the later Auto Sport type cars and is very fast.
£285—M.G. 10hp T.A. 2-seater, 16in rear wheels, good all-weather equipment, very clean.
£175—B.M.W. 4-seater open, good hood, etc., excellent mechanically and clean in appearance; terms and exchange on all cars.
MERCURY MOTORS, Universal House, 824-6, Harlow Rd., Wembley, Middx. Wembley 6058-9. [C3013]

ELITE MOTORS offer:—
1936 Riley 1½-litre Falcon 4-door sun saloon, recently fitted with reconditioned gear box, very good example of this popular model, black, green leather interior, £235.
1933 Riley 9 4-door Monaco saloon, in exceptionally well preserved condition, excellent original coachwork and interior, new battery, good tyres, really sound mechanical order; £165.
1935 M.G. P.A. 2-seater sports, B.R.G., excellent chassis, good all-weather equipment and tyres, many extras, taxed year, £245.
ELITE MOTORS, 951/961, Garratt Lane, Tooting Broadway, Tel. Balham 2474 (10 lines). [C2005]
B. & G. MOTORS offer:—
£150—M.G. 12hp N type Magnette open sports 4-seater, red, fitted radio, windtone horns, etc.
£150—Alvis 12hp Firefly fourseater drop head coupe, green, goes like a bomb and pulls like a train.
£185—Riley 9 1936 Merlin saloon, in excellent order throughout, any examination; bargain to clear.
£145—M.G. 8hp J2 open sports 2-seater, red, excellent coachwork, tonneau cover, etc., slab tank, twin carbs.
£135—Wolsley Hornet 12hp open sports 4-seater, twin carbs., knock-on wheels, extra large headlamps, etc.
£125—Singer 9 open sports 4-seater, red, fast and attractive little car, twin carbs., 4-speeds, etc.
£120—M.G. 12hp sports 2-seater, cream, very smart.
£105—Austin 7 1935 Pearl cabriolet, in excellent order, taxed, exceptionally clean interior.
£85—M.G. 8hp open sports 2-seater, in excellent order, looks well and goes well.
£59—Morris 8 special open sports 2-seater, black, zero greens.
MANY others; terms.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 5578. [C1019]

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Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR" specialises in small h.p. cars as well as the larger types.

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495—Riley (September, 1947) 1½-litre sports 4-seater, leather, Austin 16 coupe, £95; Alvis 325—Allard 1948 sports 2-seater, grey, grey leather, very good condition; terms, exchange, Rowland Smith, below.
295—Steyr 1937 18/55 supercharged sports roadster, special streamlined body, independent front and rear suspension; terms, exchange, Rowland Smith, below.
245—Morgan 4/4 1939 sports 2-seater; terms, exchange, Rowland Smith, below.
245—Fraser Nash-B.M.W. 1937 model 2-litre convertible sports coupe; terms, exchange, Rowland Smith, below.
175—Lagonda 1932 2-litre twin ohc Continental sports tourer; terms, exchange, Rowland Smith, below.
165—Riley 9 1935 Kestrel sports saloon; terms, exchange, list; open 7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]
1928 Humber 9 2½-seater tourer: £55 o.n.o.—Imperial 2051 (evening). [C6532]
WEST LONDON MOTOR MART offer a large selection of vehicles, all at low prices.
USTIN 7 saloon, £235; Austin 16 coupe, £95; Alvis A 12 coupe, £395; Alvis Speed 20, £145; Armstrong 12 saloon, £65; Bentley 3-litre tourer, £125; Citroën 12 saloon, £125; Ford 8 saloon, £95; Lagonda 2-litre tourer, £125; Lagonda 4½-litre saloon, £125; M.G. 8hp, £85; M.G. 12hp, £115; Morris 12 saloon, £45; Oldsmobile coupe, £95; Riley 9 tourer, £95; Riley 9 saloon, £75; Riley 1½ saloon, £125; Rolls-Royce Ph. 1, £95; Saloon 12 coupe, £145; Sunbeam 21 coupe, £55; Standard 9 saloon, £55; Triumph 16 saloon, £165; Wolsley 12 saloon, £95.
IMMEDIATE insurance and easy terms on all cars; part exchange, vintage specialists.
WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford, Middx. Ealing 8942. [C3041/1]
OTA 550cc sporting 2-seater prototype, 70mph and 70mpg.—Iota Racing Cars, 3 Aina Vale Rd., Bristol 8. [C6644]

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ONLY minutes from Northfields Tube Station, Piccadilly or District Underground.
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PICK your choice from the largest sports car show in Britain.
COMPARE all the different models, over 100 cars plainly marked with year and price.
WRITTEN guarantee, immediate h.p. and insurance; B.M.T.A. M.A.A., appointed R.A.C. and A.A.
LLARD J2 streamlined 2-str., Ardon heads, 1950, £645; Allard 91P sports saloon, 1951, £665.
LLARD 71K d.h. coupe, 1949, £445; Allard 71K 2-str. roadster, 1949, £425.
STON MARTIN 1½-litre Bentley tourer, 1930, £245; Aston Martin 1½ Le Mans 2-str., 1934, £325.
ALFA-ROMEO 2.6 s/c Castagna coupe, 1934, £345; Alfa-Romeo 1750 d.h. coupe, 1929, £295.
ALVIS Speed 20 tourer, 1954, £225; Alvis speed 20 tourer, 1952, £175.
BENTLEY Blue Label tourer, 1924, £145; Bentley Blue Label d.h. coupe, 1924, £195; Bentley Red Label 2-str., 8.8 series, 1925, £295.
BENTLEY 4½-litre, rebuilt '46, sliding door, razor-edge saloon body, 1929, £195.
BENTLEY 4½, Freestone & Webb d.h. fourseater, 1931, £395; Bentley 6½ 2½-4-str. coupe, 1929, £295.
WASH-B.M.W. Type 220 d.h. fourseater, 1939, £345; B.M.W. Type 3 coupe, 1932, £265.
FIAT 500 cabriolet 1938, £235; Hudson Terraplane 17th saloon, 1936, £245.
H—see large selection under M.G. column; also three original team cars, 1952, £245.
JAGUAR 3½-litre sports saloon, 1939, £255; Lea-Francis 1240 2-str. sports, 1929, £155.
EA FRANCIS 1½-litre 2-seater roadster, 1948, £695; Lagonda 16/80 d.h. fourseater, 1935, £175.
AGONDA LG 45 d.h. fourseater, 1936, £395; Lagonda 4½-litre M45 V.D.P. tourer, 1954, £255.
LAGONDA 4½-litre sports sal., 1954, £145; Lagonda 4½-litre M45 2-door sports sal., 1954, £175.
AGONDA 2-litre V.D.P. tourer, 1952, £125; Lagonda 4½-litre V.D.P. tourer, 1954, £245.
LAGONDA 3-litre coachbuilt utility, 1954, £145; Lagonda 10hp Rapier tourer, 1954, £215.
MORGAN Plus 4 2-str. roadster, 1951, £645; Morgan Plus 4 2-str. roadster, 1952, £665.
MERCEDES-BENZ 38/250 2-str. coupe, specimen, 1951, £395; 540K cabriolet, 1938, £545.
M—see large selection under M.G. column; also spares and service.
RILEY 1½-litre Nuffield saloon, 1939, £345; Riley 5.5 Kestrel saloon, 1937, £245.
RILEY 9 Lynx tourer, 1935, £145; Riley 1½-litre Falcon saloon, 1935, £125.
ROLLS-ROYCE 20/25 Salmon cabriolet, 1935, £445; R 35 20 chassis order, 1926, £265.
ROLLS-ROYCE Ph. 1 limousine, 1928, £95; Studebaker 26hp de luxe saloon, 1937, £195.
SINGER A.B. 4-seater, 1951, £495; Singer 1½-litre Le Mans 2-seater, 1934, £135.
TRIUMPH Gloria 10hp d.h. fourseater, 1937, £255; Vauxhall 30/98 tourer, 1925, £195.
WOLSELEY Hornet 12hp d.h. fourseater, 1934, £175; Wolsley 14h d. de luxe saloon, 1939, £265. [C2041]

CHIPSTEAD MOTORS, Ltd. offer at sensible prices:
ALVIS Speed 25, 1937 sports saloon, bills available for approximately £400 mostly at Alvis, specimen chassis.
ALVIS Speed 25, 1939 sports saloon, black, light blue leather, discs, etc., chrome luggage rack; specimen.
ALVIS 4.3 s/c 1939 model; this is one of the very rare Vanden Plas close coupled Speed models, dual colours, open sports body, fantastic performance, radio, etc., whose car virtually as new.
ALVIS Speed 25 sports saloon, genuine 1939 model, helmet wings, black, brown hide, maintained regardless. Ace discs, etc., specimen.
B.M.W. type 329 late 1959 streamlined competition car, heavy duty axles, late property of well-known racing driver, terrific performance.
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DELAGE D.6.70, beautiful streamlined sports saloon, body finished in metallic bronze, fawn leather; Cotal gear box; this car has to be seen.
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DELAGE V.8 utility, late 1937, excellent condition, new tyres, recolloured.
JAGUAR 10hp competition 2-seater, late 1939, 2½-litre Scintilla max. luggage rack, etc., specimen.
JAGUAR, late 1952 Mark VII, one owner, black and red, radio, heater, low mileage, immaculate, etc., specimen.
LAGONDA LG 45 1937 model, pillarless sports saloon, immaculate condition; bills available for £241 overhaul, radio, Ace discs, bumpers, etc.
M.G. T.D. 11hp Tickford drop head coupe, September 1939, many extras, specimen.
M.G. 1940 T.B. 11hp 2-seater, black, red, luggage rack, etc.
ROLLS-ROYCE 25 1933 close-coupled Thrupp & Maberly sports saloon, recent £470 overhaul at Derby, birch grey, specimen.
ROLLS-ROYCE 1951 fitted with very modern new streamlined sports saloon body. Ace discs, new P.100 lamps, five new Fort tyres, push-button radio, etc., etc.
SUNBEAM-TALBOT 1947 2-litre sports 4-seater, racing green, very fast.
W—see large selection of purchasing good quality English and Continental sports and touring cars.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington London, S.W.3. Faxman 0052/7553 [C1046]
£125—Austin 7 special sports 2-seater, rebuilt and re-registered 1949, an amazing little car; £65 down.—Below.
£195—Miles Nash super sports 2-seater, fitted down.—Ford V.8 engine, terrific performance; £80 down.—B.P.A. Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1034]
SPEEDSTERS, Ltd.—The best conditioned sporting cars in this country.—Office at "Old Straddles," Cross Car Lane, Salford, nr. Redhill Surrey. Horley 628. [C4020]

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SPORTS and vintage car specialists.

ALFA 1934 blown 1.750cc saloon, engine rebuilt, makers' body. £250; Aston 1934 Mark II, short chassis. £275; Alvis 1934 Speed 20 tourer. £250; Alvis 12-50 tourer, specimen. £155; Alvis 1930 silver Eagle tourer. £145; Bentley 1928 4½-litre, engine rebuilt, exceptional condition. £325; Jaguar 100 2½-litre, 1941, 25,000 miles only. £575; Invicta 1935 4½-litre tourer, specimen. £275; Lagonda 1928 2-litre tourer. £130; Riley 1932 9 metal saloon. £125.

WELLESLEY Court Rd. (George St.), E. Croydon. [C0404]
Croydon 2555.

£100—Wolsley Hornet Special, 1933, twin carbs., good condition.—10, Moor Oaks Rd., Sheffield, 10. [C0567]

O.M. 2-3-str., completely rebuilt and restored by original and very fastidious owner consequently, nearly perfect. £225 including spares.—Derrington, FIAT 1100 special 2-seater, 1949, outstanding road holding, performance and economy. 36-43 mpg. over 90 mph, 8,000 miles only, fully equipped. £275, all spares available.—Derrington, 159-161, London Rd., Kingston 5021-2. [C1071]

M.G. Magnette 1933 model K 4-str. sports in green, excellent performance; 1909s.—Car Bros., Soho Garage, London, W.1 (rear of Astoria, Charing X Rd.). Ger. 6678-9. [C1041/1]

FRAZER NASH-B.M.W. 1936 4½ d/c coupe in cream, model, fast, economical and a delight to handle; 275gns.—Car Bros., Soho Garage, London, W.1 (rear of Astoria, Charing X Rd.). Ger. 6678-9. [C1041/2]

BENTLEY 4½-litre sports saloon, 5,800 miles since £525 spent with makers. £395; Raiton 289p drop head coupe. £325; Rolls-Royce Phantom II chassis, £200.—Lawton-Goodman, 36, North Audley St., W.1. [C0262]

M.G. 1½-litre 1939 4½ d/c coupe, completely recon. last year at cost of approximately £400, exceedingly good specimen; 295gns.—Car Bros., Soho Garage, London, W.1 (rear of Astoria, Charing X Rd.). Ger. 6678-9. [C1041]

JOHNSON & BROWN offer Bugatti type 43A 2-seater, £250; Bugatti type 50 2-seater, £550; Alfa-Romeo 1935 1.750cc supercharged 2-seater, like new, £850; Alfa-Romeo 1939 2.3-litre saloon, £950; Alfa-Romeo 1924 3-litre Tickford all-weather, £145; see also under "Alfa-Romeo" and "Lancia".—Ringers Rd., Bromley, Kent (20 minutes Victoria). Ravensbourne 6479 and 2522. [C0349]

CHILDREN CARS offer 3½-litre Alfa-Jaguar, £1,400; Alvis Speed 20 tourer, £1,650; Alvis Firefly 2-seater, £145; 1½-litre Aston Martin, £495; 46 Bugatti sports saloon, £335; 43/49 Bugatti 2-4-seater, £215; 37 G.P. Bugatti, £400; 1938 and 1940 Citroën Light 15 roadster coupe, £335 and £365; 1936 Frazer Nash-B.M.W. Reutter drop head coupe, £265; L.C. 4½ Invicta 2-4-seater, £315; 1934 Riley 9 Monaco saloon, £145; see also under "Lagonda", "M.G.", "Racing Cars", "Raiton" and "Utilities"; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire, Tel. 2060. [C1045]

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ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for sports cars.—Hamstead (Tube), N.W.3. Ham. 6041. [W4018/R]

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STANDARD 8

RAYMOND WAY.

RAYMOND WAY, of Kilburn

RAYMOND WAY—The hire-purchase specialists.

1948 Standard 8 tourer, colour beige, hood and weather equipment in good order, an excellent runner, good tyres, taxed September; 299gns. **HIRE** purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car, always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. R Maids Vale 6044 connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C0407]

GATHEHOUSE offer:—**1947** Standard 8 saloon black, in excellent condition; £325.—Gathehouse Motors, Ltd., Highgate Village, London N.6. Mou. 4444. [C2021]

COACHCRAFT offer:—

£230—1946 Standard 8 tourer, one lady owner from new regularly serviced, in excellent order throughout and ready for immediate use, good hood and screens, very good tyres, 3 months' guarantee, terms and exchanges.—Coachcraft, Elm Rd., Evesham. Tel. 6539. [C1053]

H. W. MOTORS, Ltd., offer:—

1946 Standard 8 saloon, finished black with brown upholstery; £275.—H. W. Motors, Ltd., Walton-on-Thames 2404-5-6. [C2042]

1939 Standard 8 d/h coupe, general condition good; £190.—Moss, 58, Holbrook Rd., Cambridge. [C618]

1948 Standard 8 tourer, engine overhauled, new battery, etc.—49, Pembroke Rd., Seven Kings, Nr. Ilford. [C6729]

£225—1939 Standard 8 drop head coupe, clean car; terms.—Autosnips, 5, Balham High Rd., Balham 1508. [C1008]

STANDARD 8

1948 Standard 8 saloon; £300.

1947 Standard 8 saloon, reconditioned engine, brake and suspension; £270.—Walter Motors, Ltd., Howard 1646 or 1931. [C0763]

1947 Standard 8 drop head coupe, heater, etc., low mileage, one owner; £345.—Sharwood Motors, Ealing 1475. [C0671]

TANKARD & SMITH, Ltd.—1940 Standard 8 saloon, black/blue upholstery, £240—97, Peckham Rd., London, S.E.15. Tel. Rodney 2051. [C04025]

1946 Standard 8, very good condition, colour black—Herbert & Mills, Ltd., Gt. Portland St., W.1. Langham 3508-7. [C2036]

1948 Standard 8 tourer in first-class order, including hood and side curtains, finished steel; £335; terms.—A. E. Palmer Motors, Ltd., Luton 4212. [C0555]

1948 Standard 8 drop head coupe, in very good order, new engine recently fitted, overhauled steering, a real bargain, £295 or £95 deposit, balance over 18 months; exchanges, insurance, 50 cars always in stock, cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton, S.W.2. Tel. Tulse Hill 7105. [C0712]

STANDARD 9

ROY'S offer for £75 deposit or £225 cash the cleanest and most original 1938 Standard Flying 9 saloon you'll ever see, radio fitted, h.p. and exchanges.—Roya Automobiles, Ltd., 127 Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. [C3059]

STANDARD 12

RUSSELL MOTORS offer:—

1947 Standard 12 saloon, 33,000 miles, black; £395.

ANY trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 5283. [C3060]

1947 Standard 12 saloon, one private owner, reconditioned, wireless; £400—72, St. James Ave., Beckenham 5123. [C0594]

89gns—Standard Flying 12, late 1936 saloon, grey, sliding head, blue leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018]

STANDARD 14

1939 Standard 14 saloon, well maintained and cared for; cost £275.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kin. 8333. [C4060]

1939 Standard 14 brake, attractive, good condition, ideal touring, camping; £265.—Elmbridge 8644. [C0570]

1938 Standard 14hp 4½ d/c coupe, black, Raneigh coachbuilt, recon. engine, moderate bodywork, well shod; £165.—Richmond 5447. [C0559]

1947 Standard 14, black with brown upholstery; £435.—L. F. Dove, Ltd., 69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077]

1948 Standard 14 saloon, also 1939 Standard 12 saloon, both cars immaculate.—Autowork, Ltd., Winchester, Tel. Winchester 2555. [C1010]

ARCHIE SIMONS & Co., Ltd.—1947 Standard 14 saloon, colour grey, reconditioned engine recently fitted, radio, in excellent condition throughout. £375.—94, Gt. Portland St., W.1. Lan. 1345. [C4013]

TANKARD & SMITH, Ltd., offer: 1948 Standard 14 saloon, black with brown leather, radio and heater, exceptional condition; £500; 3 months' written guarantee.—191-192 Kings Rd., Chelsea, S.W.3. Faxman 4801-2-3. [C4026]

STANDARD VANGUARD

SCOTT CARS offer:—

1951 (November) Vanguard, leather, heater, one owner; like new; £595.—Scott Cars, 347, Finchley Rd., London, N.W.3. Hampstead 2100/8676. [C4016]

ELITE MOTORS offer:—

1950 (July) Standard Vanguard saloon, black, beige leather, radio, heater, loose covers, specimen car; £575.

1949 (Oct.) Standard Vanguard saloon, stone, red leather, one owner; £495.

1949 (Aug.) Standard Vanguard saloon, grey, red leather, moderate mileage, heater; £555.

ELITE MOTORS, 951-961, Garratt Lane, Tooting E Broadway, Tel. Balham 2474 (10 lines). [C2005]

OVERSEAS CARS, Ltd., offer:—

1952 Standard Vanguard saloon, grey, heater, one owner, excellent condition; £675.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [C3051]

CHARLES RICKARDS, Ltd., offer:—

1952 Standard Vanguard, finished grey, with grey leather upholstery, H.M.V. radio, heater, taxed Dec. 7, 200 miles, one careful owner, in faultless condition throughout; £695.

ALSO a good selection of genuine low-mileage cars, offered with our 3 months' guarantee.

56 Tube Stn., 5 mins. from Marble Arch, Pad. 1820. [C3050]

1952 Standard Vanguard, black, genuine mileage approximately 11,000, well maintained.

ALINGTON MOTOR Co., Ltd. High Rd., Waltham Cross, Herts. Tel. Waltham Cross 2760. [C0674]

1950 Standard Vanguard one owner saloon; £525; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hurnsey, Mountview 5228 and 5774. [C4054]

£525—1950 Standard Vanguard saloon, 22,000 miles.—Le Grice Elers, 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055]

STANDARD VANGUARD

1951 Vanguard saloon, fitted radio and heater, 14,000 miles, outstanding condition; £695.—Below, miles—1953 Vanguard Ph. II saloon, radio, heater, overdrive; £695.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple Bar 8588. [C1027]

1951 Vanguard, metallic grey, beautiful condition; £585.—Kirkwood Cars, 78, Streatham Hill, S.W.2. Tulse Hill 1284. [C2037]

1951 Standard Vanguard, 19,000 miles, maroon, one owner, perfect; £595.—Bruce Francis, 3a, Cromwell Mews, South Kensington, Pla. 0513. [C2014]

1949 Standard Vanguard, green, leather, any trial; £435; part exchange, etc.—Davies Bros., Wilstead, Nr. Bedford, Tel. 2522. [C0643]

1949 Standard Vanguard saloon, radio and heater, nice condition. £485.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045]

1949 (Nov.) Vanguard sal., one owner, grey, radio, heater, covers, 32,000 miles; £695.—Telford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3356. [C4029]

VANGUARD, 1952, overdrive, heater, radio, blue with blue leather, immaculate, 17,000 miles; £735.—Biss, Hollydene, Northumberland Ave., Bishopsgate, land. [C0444]

KENTISH & THOMSON, Ltd.—1951 (Oct.) Standard Vanguard saloon, comet blue with red leather, 24,000 miles; £595.—564-6, Wickham Rd., Croydon, Springpark 5477. [C2047]

1951 (November), 14,000 miles, Lifeguard tubes, overdrive, radio and heater, underseals. £625.—Auto Chaleit, Ltd., 195, Marylebone Rd., N.W.1. Tel. Vauxhall 5721. [C0509]

VANGUARD, overdrive, heater, radio, 23,000, green, red upholstery, original condition, spare tyre unused, regularly and meticulously serviced; £575.—Bartlett, 27, Pembroke Villas, W.11. [C1013]

NAYLOR & ROOT—1951 Standard Vanguard saloon, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 26

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KJ MOTORS, Ltd., for spares, reconditioned units, Gilling agents—Bromley Kent. Rav. 3457/R (0567/R)

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HALLS (FINCHLEY), Ltd., have a comprehensive range of **Standard** spares for immediate delivery and also reconditioned **Standard** exchange engines from 1939 onwards guarantee three months; Gilling and Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908/9. (0002/R)

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295s.—Steyr, 1937, 18-65 supercharged sports Roadster, special streamlined body, cream, red wheels, fawn leather, concealed hood, independent front and rear suspension, excellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018) stead 6541.

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1952 Studebaker, black, heater, immaculate; £1,250.—Giro 6539. (6532)

1940 Studebaker Champion 4-door saloon, green, very nice condition. £325.—Silverthorne Motors, Ltd., 46, Fitzroy St., W.1. Euston 7811. (C4041)

1950 Studebaker (registered 1953) hydromatic Land Cruiser, radio and heater, 24,000 miles.—Joe Thompson (Motors), Ltd., 97, Fulham Rd., S.W.3. Kensington 4958. (C4028)

1949 Studebaker Champion convertible, grey, radio, heater, power-operated hood and overdrive, beautiful condition; £775.—Taylor & Crawley, 46, Kensington Court, W.8. Western 6015. (C4056)

1948 Studebaker Commander convertible, electric hood, overdrive, radio, hill-holder, blue with brown leather, 46,000 miles, one owner, as new; £1,250.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mountview 4444. (C2021)

SUNBEAM

COMPLETE CAR SERVICE, Ltd.—Sunbeam spares service.—Shandon Garage, Abbeville Rd., S.W.4. Tel. 4505. (0315/R)

SUNBEAM-TALBOT

OVERSEAS CARS, Ltd., offer:—

1952 Sunbeam-Talbot 90 saloon, grey, heater, loose covers, 15,000 miles, one owner, excellent condition throughout; £875.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge S.W.3. Tel. Kensington 7475. (C3031)

H. A. SAUNDERS, Ltd., offer:—

1950 Sunbeam-Talbot 90 saloon, black with red upholstery, heater, recorded mileage 8,100; £745.

836—442, High Rd., N.12 Hillside 5272 (8 lines). (C2027)

CHARLES POLLETT, Ltd., offer:—

2100 miles only—Special offer, Sunbeam-Talbot 90 saloon, black, loose covers, as new in every respect; guaranteed; £945.

18, Berkeley St., W.1. Mayfair 6266. (C3050)

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936. (C3050)

WARWICK WRIGHT, Ltd., offer:—

1951 (Dec.) Sunbeam-Talbot 90 saloon, gun grey, 10,000 miles; £895.

1951 (Sept.) Sunbeam-Talbot 90 saloon, black, 9,000 miles; £895.

WARWICK WRIGHT, Ltd., 150 New Bond St., W.1. Mayfair 9781. (C4045)

RICHARDS & CARR always best value.

1952 (August) Mark II Sunbeam-Talbot 90 saloon, 12,000 miles, immaculate; £895.

1951 (July) Mark II Sunbeam-Talbot 90 convertible, many extras, 27,000 miles; £775.

35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. (C3045)

KAR SALES OF SOUTH HARROW offer:—

SUNBEAM-TALBOT 1949-50 4-seater convertible; £650.—30-36, Northolt Rd., South Harrow, Byrom 6544. (C2056)

1952 series S/Talbot Alpine saloon; £995.

1952 S/Talbot 90 drop head coupe; £950.

1949 S/Talbot 90 saloon; £695.

GORDON CARS (LONDON), Ltd., 573, Euston Rd., N.W.1. Eus 6611. (C2010)

SUNBEAM-TALBOT

J. DAVY, Western 9641 and Kensington 1108.

£795—1951 Sunbeam-Talbot 90 saloon; another at £850, exchanges welcomed.

180/2, Kensington High St., and 215, Brompton Rd., S.W.3. (C1069)

ACLAND & TABOR, Ltd., Welwyn By-Pass, Herts, Welwyn 461-2, offer:—

1951 Sunbeam-Talbot 90 saloon, black, beige leather, loose covers, heater, excellent order throughout; £775. (C1001)

!! Chipstead Motors, Ltd.—See our advertisement under "Sports Cars" (C1046)

£398—Sunbeam-Talbot 10 d/h coupe fourseater, especially attractive finish, late slatted radiator, tyres as new, choice 2.

BENMOTORS, 1 Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube.) Exchange h.p. (C1017)

1952 Sunbeam-Talbot 90 drop head coupe; £850.

—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. (C1076)

1946 Sunbeam-Talbot 10hp tourer; choice of 2 at £450, both of which are perfect examples of a very rare and attractive model.

H. A. SAUNDERS, Ltd., 328-330, Euston Rd., N.W.1. Euston 4511. (C4040)

1949 Talbot 90, black with brown leather, radio and heater, low mileage in immaculate condition throughout; £535.—Egham 3131. (C2056A)

1950 (June) Mark I 90 convertible, green, one owner, H.M.V. radio, heater, Ace rimbellishers; £625.—Campbell Symonds, Wembley 6262. (C1037)

1950 Sunbeam-Talbot 90 d/h coupe, radio, heater, rimbellishers; £695.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 5725-5670. (C1014)

JACK ROSE, Ltd.—1952 Sunbeam-Talbot 90 saloon in black and red upholstery, radio and heater, a beautiful car; £750.—Staford Rd., Wallington, Surrey. Wallington 6677-8. (C3056)

1939 Sunbeam-Talbot 10hp saloon de luxe, one owner, just fitted recon. engine; £285, 3 months written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). (C1034)

1952 Sunbeam-Talbot 90 convertible coupe, green with red upholstery, as new throughout; £895.—Jack Smith, 32, Bruton Place, W.1. Mayfair 0821-2. (C3040)

SUNBEAM-TALBOT 90 1951, 16,000 mls., satin bronze finish, unmarked throughout, specimen condition; 760ms.—Carr Bros. Garages, Ltd., High St., Purley, Surrey, Uplands 4812. (C1041)

1953 90 model, first registered 24th April '53, grey with grey leather, fitted with radio, bodywork and chassis underealed, mileage 2,650.—James Windler & Son (Manchester), Ltd., Nottingham Rd., Mansfield, Tel. 2401/2. (6674)

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, March 1946, beige with leather interior to match, one change of ownership in 1949, good mechanical order and an attractive car all round with excellent tyres; £475.

CAMDEN MOTORS for Sunbeam-Talbots.—10hp sports saloon, 1947 satin bronze, one owner since new, excellent condition throughout; choice of three from £225.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, November 1950 late property managing director southern counties engineering concern, maintained and serviced by expert staff, a beautiful car; exceptional value at £745.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1950, earlier registration than above, correct blue fitted heater and screen-wash, engine recently overhauled; £695.

CAMDEN MOTORS for Sunbeam-Talbots.—90 saloon, 1951, big engine model, fitted 230 extras including radio, heater, seat covers, screenwash, wing mirrors, pashlights, a beautiful low mileage specimen; £895.

CAMDEN MOTORS for Sunbeam-Talbots.—Also a 1952 drop head and 2 1952 saloons from £895.

CAMDEN MOTORS, the Sunbeam-Talbot Specialists, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. (C1035)

1952 (June) Sunbeam-Talbot 90 saloon, one care-leather, heater, taxed year, mileage 15,000, indisputably from new, regularly serviced by Sunbeam-Talbot agents; £950.—Below

1949 model 90 saloon, silver green, one owner only, 24,000 miles, magnificent condition throughout, taxed; £610.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead, Tel. Maidenhead 3431-2. (C3011)

1950 (May) Sunbeam-Talbot 90, gun metallic grey, grey leather, fitted heater, 30,000 miles, one owner, very carefully used and maintained; £575.—A. V. Gellatly, Agelaid House, Ballinser, Gl. Missenden, Bucks., Tel. Lee 357. (1666)

ROSE & YOUNG, Ltd., offer 1951 Sunbeam-Talbot 90 Mark II, fitted H.M.V. radio and heater, exceptional condition, black; £735.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tel.ulse Hill 6464. (C3057)

1939 Sunbeam-Talbot 10 4-seater sports tourer, nearly new hood, sidescrims and carpets, exceptional mechanical condition, having had overhaul by makers late in 1951 at cost of £190; paintwork now dull, and a respray in any colour would be included at the price of £205.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692. (C2019)

1952 (March) Sunbeam-Talbot 90 Mark II (big engine) drop head 4-seater coupe, fitted radio and heater, finished jewelbright grey with grey leather upholstery, a really immaculate and outstanding low mileage one-owner car; must be seen to be appreciated; thoroughly recommended; written guarantee; terms, exchanges.—F. F. Edwards, 58, Upper Horn St., Epsom, Surrey. Tel. Epsom 9400. (C2001)

Sunbeam-Talbot Cars Wanted

C
M THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. (0516/R)

R
R ROOTS,
D DISTRIBUTORS,
R REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM—Lower Temple St. (Central 8411).

MANCHESTER—129, Deansgate (Blackfriars 6677).

MAIDSTONE—(Maidstone 3333).

CANTERBURY—(Canterbury 3252).

ROCHESTER—(Chatham 2231).

WROTHAM Heath (Borough Green, 4).

R ROOTS, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. (0111/R)

R ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Sunbeam-Talbot.—Hampstead (Tube). N.W.3. Ham 6041. (W4018/R)

URGENTLY required, 1939-40 Sunbeam-Talbot 10 saloon.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green, N.W.11. Speedwell 8692. (C2019)

PHOENIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. (W5044)

PRIVATELY owned Talbot 90.—S. Brae Court, Kingston Hill, Surrey. Tel.ulse Hill 2768. (W2037)

£800 £850 cash waiting for best Sunbeam-Talbot or similar car offered.—54, Streatham Hill, S.W.2. Tel.ulse Hill 2676. (W5016)

URGENTLY required, 1950 Sunbeam-Talbot 80 or 90 saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch Hants. Tel. 1681. (1441)

BIRMINGHAM and **Midlands**—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham 2. (0069/R)

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., the Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46361. (0465/R)

TALBOT

ROYB offer: 1936 Talbot 3-litre 7-passenger limousine, really good; £195; h.p. and exchanges.—Roya Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. (C3059)

£285—1936 Talbot 10 open sports 4-seater, recon. engine, new hood and screen, Ace discs; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

245ms.—Talbot 10, 1938, drop head coupe, grey, grey leather, good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). (C4018)

Talbot Cars Wanted

ROWLAND SMITH'S, the Car Buyers.—Highest cash prices for Talbot.—Hampstead (Tube). N.W.3. Ham. 6041. (W4018/R)

Talbot Spares and Service

PRESECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2331. (0762)

JOHN HALL for Talbot new water manifolds and pumps in stock.—27, Southfields Rd., S.W.16. Vandyke 1612. (0836/R)

LARGE stocks new and second-hand Talbot spares, 1929-36, including ambulances.—Clare's Motor Works, 260, Knights Hill, London, S.E.27. Gipsy Hill 0152. (0864/R)

TRIUMPH

CAR MART, Ltd.

1951 Triumph Renown saloon, 12,000 miles; £845. Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. (C1059)

B. J. HUNTER, Ltd., offer:—

1949 Triumph 2000 coupe, very fine example, fitted radio; £675.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.3. Tel. Gladstone 6303. (C2040)

CYRIL SHEPPARD offers:—

1950 Triumph Renown black, radio, heater, immaculate; £695.—Sheppards Hill, Reading, Sonning 2435. (6435)

GUY SALMON AUTOMOBILES offer:—

1951 Triumph Renown saloon, black, immaculate condition throughout; £775.—Portsmouth Rd., Thame Ditton, Emsbrook 5551-2-3. (C4001)

1949 model 2000 Roadster, fitted new hood, recon. engine, radio, in perfect condition; £560.—Lee, 35, Newdon St., Stockwell. (6735)

£295—1939 Triumph Dolomite sports saloon, in outstanding condition throughout; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. (C1024)

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

1948 Triumph 1800 saloon, black/beige leather, 4345.
READ BROS. MOTOR CO. (LONDON), Ltd., 56, Chichester Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048]

1953 one week old Triumph Renown saloon.—Weybridge 600. [C4025]

1949 Triumph 2000 Roadster, black with red leather, fitted heater, low mileage; £585.
H. A. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1. Euston 4511. [C4040]

TRIUMPH R.E. saloon, 50, one owner; £625; part exchange and terms.—Before 10 a.m. Val. 4674. [C2018]

1951 Triumph Mayflower, one owner, as new; £525; 3 months' guarantee; terms and exchanges.
JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1949 Triumph 2000 Roadster, colour grey, 15,000 miles, taxed; £650.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [C4057]

1950 Mayflower, one owner, low mileage, carefully used, metal; grey, grey leather, heater, £510.
JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055]

1953 Mayflower, 3,000 miles, heater, taxed; £625; also 1950 Mayflower; £495.—S. F. Ertz and Sons, Ltd. Tel. Woking 330. [C2051]

1938 Triumph Dolomite; £245; part exchange, terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3556. [C2048]

£635 1949-50 Triumph 2000 Roadster, unblemished condition throughout, opportunity 3 months' guarantee, hire purchase, exchange, LAMBS, Finchley Showrooms, 421-423, High Rd., Finchley, N.12. Finchley 6221. (East Finchley Underground). [C2052]

TRIUMPH Vitesse, 1958, black, only two owners from new, very good condition; £225.—Holywell Garage, Ltd., London Rd., Hinxley. Tel. Hinxley 152. [C4646]

1936 Triumph Gloria 10, roomy saloon, exceptional condition throughout, genuine bargain, taxed, £145.—Wanstead 5244. [C6620]

1952 Triumph Renown saloon, green with beige leather, radio, low mileage; £565.—Stratford, Ltd., 40, Berkley St., W.1. Mayfair 4404. [C4022]

1951 Triumph Renown saloon, grey/blue leather upholstery, radio and heater, carefully driven by one owner and maintained by us since new; £725.
FRANK WATSON (CROYDON), Ltd., 160, Thornton Rd., Thornton Heath, Surrey. Tho. 4221. [C3950]

1953 (May) Triumph Mayflower, grey/red, heater, 2,500 miles, as new; £650.—S.1, Holly Bank Rd., Lindley, Huddersfield. Tel. Huddersfield 5317. [C4684]

JACK ROSE, Ltd.—14,000 miles only, 1950 Triumph Renown, almost brand new; acc. £675.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056]

1953 (May) Triumph Mayflower, nominal mileage, 37 m.p.h., 40 m.p.h., no oil; reasonable offer to Vaughan, 29, Jubilee Ave., Crewe. Tel. 3067 before 10.30 a.m. [C6649]

1951 Triumph Renown, colour grey, 6,000 miles, fitted radio, loose covers, a specimen car; £795.—Evans (Wimbledon), Ltd., Alexandra Rd., Wimbledon 0163. [C6717]

NAYLOR & ROOT—1949 Triumph 2000 Roadster, black/green hide, superb condition throughout; £595, written guarantee, 25, East Hill, Clapham Junction, S.W.11. Bait. 2252. [C3022]

TRIUMPH Roadster, polychromatic blue, 1948, engine, gear box and back axle checked prior to a Continental tour recently, many extras if required, no dealers.—6, Limetree Ave., Retford, Notts. [C6655]

12,000 miles, 1951 Mayflower saloon, grey, grey leather, radio, heater, mechanically perfect, mileage only 29,000, tyres as new; accept £500, taxed; write only.—Ftoulkes, The Vault, Marden, Hereford. [C6699]

TANKARD & SMITH, Ltd. offer: 1948 Triumph 1800 R. Roadster, grey, with blue leather, very clean and excellent chassis; £475; 3 months' written guarantee.—194-198, Kings Rd., Chelsea, S.W.3. Flaxman 4601-2-3. [C4026]

1950 Triumph Renown, one owner, low mileage, in genuinely exceptional condition throughout; part exchange preferred with cash either way.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016]

CAMDEN MOTORS for Triumphs—2,000 Renown saloon, 1950 (Feb.), immaculately finished in silver-grey, upholstery quite unmarked (seat covers fitted when car was first delivered), one private and fastidious owner. £685.

CAMDEN MOTORS for Triumphs—2,000 Roadster, 1950, another one-owner car, expertly maintained, fitted radio wing mirrors, Trico screen-wash, etc.; £5.

CAMDEN MOTORS for Triumphs—2,000 Roadster, late 1949, black with red interior and fitted H.M.V. radio, 4,500 miles only since reconditioned engine fitted earlier this year; £635.

CAMDEN MOTORS for Triumphs—2,000 Roadster, 1949, pastel green, a nice car, new hood and tyres fitted recently, 2 owners; £595.

CAMDEN MOTORS for Triumphs—1½-litre 14hp Dolomite sports saloon, 1959 series, excellent chassis and entirely original coachwork, good condition except for blemishes on front bumper, outstanding performance; £295.

CAMDEN MOTORS for Triumphs—Dolomite Roadster, 1959, a real beauty, definitely modern in appearance, sparkling cellulose in Ensign red, excellent chrome plating upholstery, chromed rimbellies, mohair hood, engine decked, serviced and tuned and the whole car in non-delightful order; £375.

CAMDEN MOTORS for Triumphs, Leighton Buzzard, Beds. Tel. 2041. Open till 8 p.m. Write for catalogue. [C1055]

£625—Triumph 2000 razor-edged grey saloon, July, 1949, 21,000 miles, one very careful owner, Radiomobile, loose covers, exceptionally good condition.—Starnes Motors, Triumph Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2460. [C4607]

CASS'S MOTOR MART—1949 Triumph 1800 saloon, black, 35,000 miles, one careful owner; outstanding 1950 Triumph Dolomite 2-litre Roadster coupe, overhauled at cost of £360; written guarantee.—5, Warren St., W.1. Euston 5523. [C1040]

£695—1951 series Triumph Renown saloon, unblemished appearance, first-class mechanical condition, a remarkable bargain, please compare with others; also 1949 model 2000 Triumph, £575; both with three months' written guarantee free after-sale service, usual h.p. facilities.—Harold Simons, Ltd., Simons Corner, 397-401, High Rd., East Finchley, N.2 (junction of North Circular and Gt. North Roads), three minutes E Finchley tube. Finchley 0352/53. [C4065]

Triumph Cars Wanted
C THE CAR MART, Ltd., wish to purchase Triumph cars.—520, Euston Rd., N.W.1. Euston 1212. [0874/R]

R ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Triumph.—Hamstead (Tube). N.W.3. Ham. 6041. [W4018/R]

SLOCUMBER, Ltd. Willenden 4869.

WE wish to purchase clean and genuine Triumph cars.—58-52, Dudden Hill Lane, N.W.10. [W4017/R]

TRIUMPH in good condition for cash.—Tel. Valentine 2098 or 4674. [W2018]

MARSTON MOTOR CO., Ltd., for your Triumph.—N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. [0163/R]

A. C. PETO, Ltd., 42, North Audley St., W.1, wish to purchase late model Triumph Mayflower.—May 5051. [W5045]

TRIUMPH Mayflower required, good condition; immediate cash.—34, Bentinck Ave., Blackpool S.S. Lancs. [C6578]

£850 cash waiting for best Triumph or similar car offered.—54, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

H. F. EDWARDS urgently require good Triumph for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 6012.

Triumph Spares and Service
S&T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.2. Maida Vale 9114 (10 lines). [0137/R]

BASIL ROY, Ltd., Triumph Spares Stockists, pre-war models.—161, Great Portland St., London, W.1. Lan. 7753. [0143/R]

TRIUMPH spares for all post-war models, largest provincial stockists.—Hollindale Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 5372). [0355/R]

JACK STONE & SON offer:—

1948 Morris 12 6-seater metal body utility; 1950 Austin A.40 metal body utility; coachwork, wooden utility bodies to your own specifications, £155; order your new Vanguard, Hillman, Austin, tractor, etc., utility car or van, immediate delivery; write for up-to-date list.—221, Upper Richmond Rd., Putney 1054-5, 2276-7. [C4021]

ROWLAND SMITH'S for utility cars.

525 gns.—Alvis 14, November, 1947, 4-door 5-seater shooting brake, lawn leather, glass all round, removable rear seating, radio, heater, carefully used exceptional condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Vauxhall 14, 1939 4-door 5-seater utility, natural wood body; terms, exchanges.—Rowland Smith, below.

125 gns.—Jeep (Wilys), registered 1949, hood, spare wheel, very good condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

11 Chimsted Motors, Ltd.—See our advertisement under "Sports Cars." [C1046]

1950 Hillman Minx estate car, one titled owner, excellent; £595.

1947-8 Hillman Minx estate car; £375.

1952 Standard Vanguard estate car, one owner, as new; £675; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. [C4054]

1947 Vauxhall Bedford 12hp Martin Walter Utility, excellent throughout; £350.—Autos, Ltd., Winchester. Tel. Winchester 2965. [C1010]

1951 (May) Bradford 6 lux utility, first-class condition throughout; £360.—Bunting's Motor Exchange, Harrow. Tel. 6225-6. [C6005]

CASS'S MOTOR MART—Genuine 1948 American 7-passenger Jeep estate car, unblemished, written guarantee.—5, Warren St., W.1. Euston 5523. [C1040]

1950 Fordson 8hp Utilicon, excellent offer throughout; £385.—Smith and Hunter, Ltd., 776, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

1952 (July) Armstrong Whitley pick-up truck (ideal for conversion to estate car (taxed as utility), 7,000 miles only, as new; £565, terms.—A. E. Palmer Motors, Ltd., Luton 4212. [C6558]

UTILITY CARS
BRADFORD utilities for sale serviced by us; main agents since 1922.—Bunting's Motor Exchange, Brompton Rd., Harrow. Tel. 6285-6. [0681/R]

1953 Hillman Minx Mk. VI estate car, 1,800 miles; £795.—British & Colonial Motors, Ltd., 15-14, Upper St. Martin's Lane, W.C.2. Temple ear 5588.

1947 Morris 10cwt utility, low mileage, for and reverse lights; large floor space, colour beige with black wings, very smart; £450.—Poulton, 115, Longdown Lane South, Epsom. Tel. 3062. [C6635]

GUY ALFRED & Co., Ltd.—1952 Number shooting car, as new; 1947 Morris Martin Walter Utility, one owner only.—6-7, Warren St., W.1. Euston 3266. [C1005]

CHILTERN CARS offer a 1947 Bedford utility, reconditioned engine fitted 4,000 miles ago; £295; terms, exchanges.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1045]

1952 Humber Pullman Estate car, finished in natural wood and satin bronze, 4,000 miles only; the largest and most luxurious utility.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [C4056]

ROYS offer: first registered 1947, Hillman Minx utility, 4 seats, fold flat rear, new tyres, £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station). Euston 2700 and 8894. [C3059]

1947 Bradford utility, grey, 4 seats, one owner, many extras, very pleasing condition, any inspection invited, 3 months' guarantee; £375.—Trinity Cars, Ltd., Jowett Area Dealers, 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034]

Utility Cars Wanted
ROWLAND SMITH'S, The Car Buyers.—Highest cash prices for Utilities.—Hamstead (Tube). N.W.3. Ham. 6041. [W4018/R]

VAUXHALL 10
1939 Vauxhall 10 saloon; £285.—Arc of Spades, Great West Rd., Hounslow 5476. (Osterley Station Tube). [C2054]

VAUXHALL 12
HENDON CENTRAL GARAGE, Ltd., offer:—

1939 Vauxhall 12 saloon, taxed, at bargain price; £210. Vauxhall Way, Hendon Central. N.W.4. Tel. Hendon 8094-5. [C2034]

1939 Vauxhall 12, black, well maintained; £265.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Esterses 5573. [C3005]

1946 Vauxhall 12 saloon, exceptional condition; £590.—Smith and Hunter, Ltd., 776, Kensington High St., London, W.14. Tel. Western 2512. [C4019]

1939 Vauxhall 12 saloon, mechanically perfect, ready work above average offers wanted. £250.—Major Sanders, 48 Field Reazment, Colchester 5121. [C6611]

395 gns.—Vauxhall 12, 1947 saloon, black, sliding back, excellent condition, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016]

VAUXHALL 14
GUY SALMON AUTOMOBILES offer:

1939 Vauxhall 14 saloon, 38,000 miles from new, one owner, excellent original condition; £375.—Portsmouth Rd., Thames Ditton. Emsbrooks 5651-2-3. [C4001]

£398—Vauxhall 14 J-type 1946 sin., particularly well kept, very good tyres, superb performance; many others.

BENNETT MOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (50 yards Holland Park Tube). Exchanges, h.p. [C1017]

£265—1959 Vauxhall 14 saloon, very clean car, terms.—Autosnips, 5, Balham High Rd., Balham 1509. [C1009]

1937 series Vauxhall 14 sun roof saloon, specimen car, taxed year; £225.—Frank Dale, 61, Lancaster Mews, W.2. Paddington 4661. [C1067]

VAUXHALL WYVERN & VELOX
CAR MART, Ltd.

1953 Vauxhall Wyvern saloon, 1,000 miles; £855.

1951—52 Vauxhall Velox saloon, radio, heater, 18,000 miles; £745.

1951 Vauxhall Velox saloon, radio, heater, 25,000 miles; £695.

1950 Vauxhall Velox saloon, radio, heater, 20,000 miles; £545.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1039]

SLOCUMBER, Ltd.

WE offer a 1950 Velox in immaculate order throughout; this car has been the property of one of our own executives for the past four years and has enjoyed complete and perfect maintenance at all times; £675, part exchange and hire purchase terms with pleasure; we close at 7.50 p.m. (Saturdays 6 p.m.).

WRITE, call or telephone Slocumber, Ltd., 58-52, Dudden Hill Lane, N.W.10. Willenden 4869. [C4017]

JACK ROSE, Ltd., offer:—

1951 Vauxhall Wyvern, as brand new appearance inside and out, one careful owner, accept £615.—Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C6677-8]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL WYVERN & VELOX

CYRIL SHEPPARD offers:

1953 Vauxhall Velox, export model, grey, grey interior, 5,000 miles only; £825.—Sheppards Hill, Reading, Sonning 2345. [6724]

B. J. HUNTER, Ltd., offer:—

1952 Vauxhall Velox saloon, all extras, radio, heater covers, etc.; £835.
B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [C2046]

DAENHAM MOTORS, Ltd., offer the following car:—

1949 Vauxhall Velox, green, 23,000; £525.

56 Park Lane, W.1. Regent 4566; 374, Ealing Rd., Apton, Middx. Perivale 3388; and 6, 8 and 12, Bangay Rd., Catford, S.E.6. Hither Green 4821. [C1066]

ANDOVER MOTOR CO., Ltd., Andover, Hants 5405, offer:—

1950 Vauxhall Velox, black/brown, an excellent car and a bargain at £545

1948 Vauxhall Velox, black/brown leather, fully reconditioned and very clean indeed at £480 [6710]

VAUXHALL Velox 1953 for sale, done 200 miles, £650.—Box 9561 [6259]

1949 Vauxhall Velox, one owner from new, taxed end of year, excellent condition throughout; £495

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Hailow, Potter St. 121. [C2058]

VAUXHALL Velox, modern body, Oct. 1951, heater; £725 one owner.—Buxton Woodend, Camberley 779. [6614]

1951 (June) Vauxhall Wyvern saloon, black, brown leather upholstery, one owner; excellent condition throughout; £625

W. J. BROWN Ltd. established over 30 years.

339 Finchley Rd. N.W.3, Hampstead 4414. [C1025]

PRIDE & CLARKE, Ltd.—1949 Vauxhall Velox saloon, black/brown leather, heater, one owner; £475; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9 Brixton 6251. [C2068]

1950 Vauxhall Velox saloon, black/brown leather, fitted radio, heater and link mats, one owner; low mileage; immaculate and perfect throughout; £545.

H. SAUNDERS, Ltd., 326-330, Euston Rd., N.W.1, Euston 4511. [C2040]

VAUXHALL Velox, June 1951, one owner, low mileage, fitted radio and heater, colour green, in excellent condition; £600.—Mason, 19, Southgate, Chichester 2257. [6455]

1953 Wyvern saloon, radio and heater, 2,000 miles, as new; £595.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 5858. [C1027]

£545!!! Black 1950 model Wyvern, heater, all leather upholstery, excellent car in every respect.—Northern Motors of Harrow, 186-194, Pinner Rd., Harrow 4444. [C2025]

NAYLOR & ROOT—1949 Vauxhall Velox saloon, black/brown hide, radio and heater, low mileage; £525; written guarantee.—25, East Hill, Clapham Junction, S.W.11. Bait 2252. [C2022]

PRIDE & CLARKE, Ltd.—1951 Vauxhall Wyvern saloon, black/brown leather, heater, one owner; £549; 3 months' guarantee; terms; exchanges; lists.—Stockwell Rd., S.W.9 Brixton 6251. [C2068]

1949 Vauxhall Velox, black/brown leather, heater, one owner, superb condition; £540; exchanges; hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 9671-12. [C1080]

A. RICKIE SIMONS & Co., Ltd.—1951 Vauxhall saloon, colour black, fitted built-in push-button radio, heater, loose covers, one owner only, genuine 11,000 miles, whole car as new; £675.—94, Gt. Portland St., W.1. Lab. 1243. [C2040]

495 gus.—Vauxhall Velox 1949 model saloon, black, fawn leather, heater, radio, carefully used, exceptional condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube) Hampstead 6041. [C2018]

1951 Vauxhall Velox (registered 16/12/52), a beautiful specimen of this fine car and an example of perfect maintenance, the immaculate appearance is equalled by its mechanical perfection, absolutely genuine mileage is 18,500 miles; host of extras include heater, loose covers, fog lamps, reversing light, etc.; colour black, with red leather, a really wonderful car for the most fastidious owner; private sale, £600.—Balford, 67, First Drive, Cranford, Middx. [6616]

1950 Vauxhall Wyvern & Velox Wanted
Wyvern wanted privately, Chester area, good condition.—Full details Box 8774. [6773]

VAUXHALL MISCELLANEOUS

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edwards Rd., London, W.2. Paddington 0032 (12 lines). Vauxhall main dealers.

1938 Vauxhall 10, black/brown leather, good tyres, and sound condition mechanically.

*** 1947** Vauxhall 14, black/brown leather, radio, heater, H.M.L. reconditioned engine recently fitted; tyres, body and chrome in good order; a good example of the ever-popular J type.

*** 1950** Vauxhall 14, black/brown leather, low mileage, heater, radio and loose covers fitted, excellent condition throughout.

*** 1952** Vauxhall Velox, square engine, blue, low mileage, heater and radio fitted.

*** 1953** (July) Vauxhall Wyvern, square engine, grey, red upholstery, 580 miles only, as new.

The above cars are under the bonus Vauxhall scheme, i.e., bonus H.M.L. rebuilt engine within 3 years or 40,000 miles.

A. H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2032]

GRAHAM BROTHERS (MOTOR), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Dia. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [C263/R]

VAUXHALL MISCELLANEOUS

S. SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0017/R]

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's at Uxbridge. [0039/R]

Vauxhall Miscellaneous Cars Wanted

C. THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3454. [0075/R]

R. ROWLAND SMITH'S, The Car Buyers—Highest cash prices for Vauxhall.—Hampstead (Tube). N.W.3 Ham. 6041. [W4018/R]

S. SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0018/R]

VAUXHALL in good condition for cash.—Tel. Valentine 2098 and 4674. [W2018]

REQUIRED, good used Vauxhall.—Edwards, Amenbury Lane, Harpenden, Herts. Harpenden 116. [C2000]

£800 cash waiting for best Vauxhall or similar car offered.—34, Streatham Hill, S.W.2. Tulse Hill 2676. [W3016]

VAUXHALL cars, post-war models, urgently required.—Colly's Garage, Ltd., Earle Court Rd., S.W.5. Frenantle 6375. [0479/R]

7-SEATER private 1937/8/9 Limousines required, cash waiting, Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006]

ARLINGTON MOTOR CO., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612/R]

H. F. EDWARDS urgently require good Vauxhall for immediate cash; distance no object; details please to—200, Great Portland St., London, W.1. Tel. Langham 0012.

URGENTLY required, post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London W.2. Call, write or tel. Paddington 0022. [W2032/R]

Vauxhall Spares and Service

T. TRIANON

TRIANON—Established over 50 years, the first with a reputation for reliability and quality workmanship, offers the undermentioned services on Vauxhall cars and vans.

TRIANON—Exchange engines, all Vauxhall models, reconditioned units with adequate guarantees.

TRIANON—Differential units exchanges service on all Vauxhall cars and vans.

TRIANON—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14DX, J, 25hp and BYC, JCV models, stock deliveries.

TRIANON—Suspension units, exchange or outright sales, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee available for 10, 12 and 14hp DX and J types.

TRIANON—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

TRIANON—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models; brand new; just received from factory.

TRIANON—Aerodrome Rd., Watford War, Hendon, N.W.4. Hendon 7605-6. [0637]

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

VAUXHALL-BEDFORD rebuilt assemblies, exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors, etc., exchanged up to 50% manufacturers' list price, radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-388, London Rd., Croydon. Tel. Thornton Heath 3276 (14 lines). [0205/R]

BROADWAY MOTOR CO.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp etc.

GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.

BROADWAY MOTOR CO., 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6369. Grams: Autospares, Wimbledon, London. [0635/R]

KJ MOTORS, Ltd., for spare accessories, exchange units.—Bromley Kent, Rav. 3456. [0891/R]

GEARS, parts, reconditioned guaranteed gear boxes, suspensions, shock absorbers, repairs; trade discount.—10, Winchester Mews, N.W.3. Prim. 2647. [0900]

SKURRAY'S, Ltd., Swindon.—Replacement engines and comprehensive range of reconditioned service units; Vauxhall, Bedford main dealers.—Swindon Wilts, Tel. 2366. [0965/R]

VETERAN CARS

WELHAM, Veteran Car Specialists, Buriton Hill Rd., Buriton, Kimbridge 1873.—Buy and sell pre-1914. [0801/R]

1900 2 De Dion Bouton, in splendid order, has been retained A.C. motor last four Brighton runs; £350.—Warrick Fairview House, Chilwell Hux. Easen. [6636]

VETERAN CARS

1911 Renault landaulet, 25hp, original condition, mechanically sound, luxurious interior, contemporary electric lighting and unique extras, reliable, rapid, interesting transport; £175.—Seen Western Motor Works, Chislehurst. Footscray 1123. [6453]

VINTAGE CARS

175 gns.—Lagonda, October, 1932, 12.9hp 2-litre twin O.H.C. Continental sports tourer, dark blue, cycle-type wings, P.100 headlamps, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C2018]

Vintage Cars Wanted

WANTED, vintage car in good working order, G.W.K., Ford T, bullnose Morris, or other; photographs please.—Box 6773. [6617]

VOLKSWAGEN

COLBORNE GARAGE, Ltd., Ripley, Surrey.

THE Volkswagen People, official main dealers; all spares and fully specialised service, coachbuilding and painting on premises, open for reception week-ends.—Tel. Ripley 2361. [0373/R]

VOLKSWAGEN 1948-9, garage maintained, reconditioned, 48 mpg.—3, Sunningdale Rd., Huddersfield, Tel. 6236. [6561]

RICHARDS & CARR have a choice of Volkswagens from £250.—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C2045]

V & F MONACO MOTORS—The only Volkswagen specialists in London; Volkswagens bought and sold; service, repairs, spares.—3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [6641]

VOLKSWAGEN, 1949, excellent condition, new tyres, blue hide, nearest £300; consider exchange larger car, similar condition.—Miller, Dock Lane, Melton, Ipswich, Suffolk. [6442]

Volkswagen Cars Wanted

VOLKSWAGEN wanted for cash.—Valentine 2098 or 4674. [W2018]

VOLKSWAGEN required.—Richards & Carr, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W3045]

V & F MONACO MOTORS—The Volkswagen buyers.—3a, Wetherby Mews, Earls Court, S.W.5. Fro. 4657. [0300]

Volkswagen Spares and Service

V. W. MOTORS, Ltd.

GENUINE spare parts may now be obtained from sole concessionaires, 79/85, Davies St. (entrance in Weighouse St.), Tel. May 6718. [0647/R]

MOONS MOTORS, Ltd., at their Davies Street (Mayfair 2551) and Dorset House (Wobuck 7960) branches have factory trained mechanics, and offer you full service with repair and parts facilities. [0855/R]

Willis-Overland Spares and Service

JACK OLDING & Co., Ltd., Willis-Overland Distributors for the United Kingdom, Audley House, North Audley St., W.1. Mayfair 5342. [8830/R]

WOLSELEY

E. EUSTACE WATKINS, Ltd., the sole London distributors.

1952 Wolseley 6/80 saloon, met-grey, 14,000 miles, in excellent condition.

E. EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951); and 12, Chelsea Manor St., S.W.3 (Fleming 6161). [C2046]

ELITE MOTORS offer:—

1947 Wolseley 14/60 4-door de luxe saloon, black, brown leather, one owner, moderate mileage, a very clean car in excellent mechanical condition, any trial or examination; £465.

ELITE MOTORS, 251/961, Garratt Lane, Tooting Broadway, Tel. Balham 7474 (10 lines). [C2005]

B. J. HUNTER, Ltd., offer:—

1949 Wolseley 4/50 saloon, one owner, definitely unmarked; £575.

B. J. HUNTER, Ltd., 22, Crickwood Broadway, N.W.2. Tel. Gladstone 6303. [C2040]

H. A. SAUNDERS, Ltd., offer:—

1951 Wolseley 6/80 saloon, black with brown upholstery, heater, recorded mileage 14,000; £695.—842, High Rd., N.12. Hillside 3272 (8 lines). [C2027]

K. NIGHTSBRIDGE MOTORS, Ltd.

1950 (June) Wolseley 6/80 black saloon, heater, one owner, 20,000 miles only, in very beautiful condition; £645.

3 Roberts Mews, Lowndes Place, Belgrave Sq., S.W.1. Sloane 4086. [C2065]

PHILIP RICKARDS, Ltd., offer:—

1951 (Nov.) Wolseley 6/80 saloon, black, seat covers, 9,000 miles; part exchanges, deferred terms.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C2051]

M. MEES & MEES, Ltd. (Est. 1893), offer:—

1947 (June) Wolseley 12hp de luxe sliding head saloon black, brown hide upholstery, reconditioned engine carefully maintained by one owner since new; £475.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C2012]

1948 Wolseley 12hp saloon de luxe, sliding roof; £525.—Below

1950 Wolseley 4/50 saloon de luxe, £625; both after-sale service, usual h.p. facilities.—Harold Simons Ltd., Simon Corner, 397-401 High Rd., East Finchley, N.2 (Junction of North Circular and Gt. North Road). Three minutes E. Finchley tube. Finchley 0052/53. [C2065]

1939 Wolseley 12, black, with blue leather; £295.—Hanks, Ladbrooks 1159. [C2027]

1949 Wolseley 4/50 saloon, black, one owner; £475.—Odeon Motors, Ltd., Barnet 4100. [C2028]

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

BARTS, of Kingston, Wolseley distributors.—Sales spares and repairs.—102 London Rd. Kingston. Tel. 3348. (C0083/R)

1939 Wolseley 10 4-light foursome, drop head, rare model, extras; £275 or offer.—99, Fairholme Ave., Romford. (C0585)

£595—1951 series Wolseley 6/80 saloon, one owner, very well maintained; £525.—Dunstable Garage, Dunstable Place, Winchester Tel. Winchester 2955. (C1010)

1949 Wolseley 4/50 saloon, small mileage, one owner, very well maintained; £525.—Dubbons, Ltd. (Wolseley Agents), Staines, Tel. 801. (C1074)

1939 Wolseley 10 saloon, very good condition; £270.—Clairmonte Bros., Shanklin Rd. London. N.8. Mountview 5285. (C154)

£625—Wolseley 6/80 saloon, 1950, black, one owner, regularly maintained and in excellent condition.—Cricklewood Broom, N.W.2. Gladstone 2234. (C2009)

1949 Wolseley 6/90, radio, heater, immaculate; £595, terms, exchanges.—Normans Autos, 554, London Rd., W. Croydon, Tel. Tho. 4657. (C6350)

1938 Wolseley 18 saloon; £225; part exchange; terms arranged.—King's Autos, 725-7, High Rd., Seven Kings. Tel. Seven Kings 3536. (C2048)

1946 Wolseley 18, beautiful condition; £415.—As of Spades, Great West Rd., Hounslow 5476 (Osterley Station Tube). (C2050)

1950 (March) 4/50 Wolseley saloon, grey, brown leather, heater, pass light, in beautiful condition, taxed year; £625.—J. BROWN, Ltd., established over 30 years. (C2048)

339 Finchley Rd., N.W.3. Hamstead 4414. (C1025)

6/80 Wolseley (September, 1952), mileage guaranteed 9,000, as new in every detail, engine covers; £550.—Crammors, Tel. Potters Bar 3030. (C1062)

WOLSELEY 10 (1946), a quality saloon in black; 254500;—Carr Bros., Soho Garage, London, W.1. (rear of Astoria, Charing Cross Rd.). Ger. 6678-9. (C1041)

WOLSELEY 21 saloon, 1939, immaculate condition, as new, 2 owners; best offer over £300.—McKenna, 175, Tulse Hill, London, S.W.2. Tel. Gro. 1713. (C6458)

WOLSELEY 6/80 1950 saloon, black, heater, exceptional bargain; £255.—Le Lacheur's Motor Garage & Works, Les Merisieres, St. Martin's, Guernsey, C.I. Le Lacheur 5355, Guernsey. (C6476)

NAYLOR & ROOT—1950 Wolseley 6/80 saloon, stone grey, brown hide, heater, very attractive; £595; written guarantee—25, East Hill, Clapham Junction, S.W.11. Burt. 2252. (C3022)

£225—1937 Wolseley 14 de luxe saloon, an exceptionally clean car in above average condition throughout; £100 down.—Bray Motors, 180-184, West End Lane, N.W.6. Hamstead 6490. (C1024)

WOLSELEY 6/80 (1950), 16,000 miles, black/brown leather, a quality car in faultless condition, 62000s.—Carr Bros., Soho Garage, London, W.1. (rear of Astoria, Charing Cross Rd.). Ger. 6678-9. (C1041/1)

6/80 Wolseley, April 1952, met. grey, mileage genuine 12,000, heater, spare unused, one owner, excellent condition; £600.—H. Pope & Sons, Ltd., 39, Ballard Lane, Finchley, N.5. Finchley 0115/0116. (C6678)

TANKARD & SMITH, Ltd., offer 1947 Wolseley 10 saloon, black with brown leather, extremely clean car, excellent condition throughout; £425; 3 months' written guarantee.—194-196, Kings Rd., Chelsea, S.W.3. Faxman 4801-2-3. (C4026)

ROYS offer: 1936 type Wolseley Special 12 Daytona sports saloon, really very smart and fast; £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (near Camden Town Tube Station), Euston 2700 and 8894. (C3059)

ARCHIE SIMONS & Co., Ltd.—1951 Wolseley 6/80 saloon, colour metallic green, green hide upholstery in heater, one meticulous owner since new, and very carefully maintained throughout; £605.—94, GL Portland St., W.1. Lan. 1345. (C4013)

1950 (July) Wolseley 680 saloon, genuine 25,000 miles, one owner, heater, loose covers, immaculate condition; £200 deposit, or £595.—M.E.T. Garages, Ltd., 409, High Rd., Kilburn, N.W.6 adjoining Kilburn Met. Station, Maidsa Vale 4803. (C5021)

WOLSELEY

565gns.—Wolseley 6/80, September 1950, saloon, black, brown leather, heater, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4018)

1938 Wolseley 18 saloon de ville, in first-class order, excellent mechanically, £225 or £75 deposit, balance over 18 months, exchanges, insurance; 50 cars always in stock, cars bought and sold on commission.—Tulse Hill Motors, Ltd., 26, Tulse Hill, Brixton S.W.2. Tel. Tulse Hill 7106. (C6713)

LIMOUSINES 1950/25hp, partition, forward occasional, black, genuine mileage 4,000, unblemished, cost £2500 bargain £1185.—Also 1949, mileage 22,000, privately owned. £975.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. (C1006)

Wolseley 4/50 Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Bus. 1212. (C0721/R)

R ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley 4/50.—Hamstead (Tube), N.W.3. Ham. 6041. (C4018/R)

Wolseley 6/80 Cars Wanted

C M THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gro. 5434. (C0722/R)

Wolseley Cars Wanted

R ROWLAND SMITH'S, the car buyers.—Highest cash prices for Wolseley.—Hamstead (Tube), N.W.3. Ham. 6041. (C4018/R)

H F EDWARDS urgently required good Wolseley for immediate cash, distance no object; details please to—36, Upper High St., Epsom, Surrey. Tel. Epsom 9400. (C0722/R)

Wolseley Spares and Service

W JACOBS & SON, specialize in spares and repairs for all models of Wolseley cars. (C0722/R)

W JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanted 7745-4. (C0465)

WOLSELEY spares and repairs.—Ramsey Motors, Ltd., 242-246, High St., Barnet 5240. (C0707/R)

BARKER MOTORS (LONDON), Ltd., Tel. Balham 6666, for Wolseley spares, sales and service.—209, Balham High Rd., S.W.17. (C0523)

EUSTACE WATKINS, Ltd., Chelsea, Manor St., S.W.3 (Flaxman 8161), 4-7 Wolseley service, complete overhauls coachwork and reconditioned engines. (C0277/R)

R HARDY & SON, 55 Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. (C0316/R)

MISCELLANEOUS CARS

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HERE are 5 cast-iron reasons why everybody's going KILBURN WAY:—

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R ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 30 years. (C3610/R)

MISCELLANEOUS CARS

LIMOUSINES, Rolls-Royce, Wolseley, Buick, roomy 7-seaters from £350.—Lawton-Goodman, 26, North Audley St., W.1. (M0062)

WEST LONDON MOTOR MART offer a large selection of vehicles, mostly under £150, deposit from £25, immediate hire-purchase and insurance facilities. (M0062)

WEST LONDON MOTOR MART, Ealing Rd., Great West Rd., Brentford Midds. Ealing 6842. (C5041)

Miscellaneous Cars Wanted

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GATEHOUSE MOTORS ARE buyers of all makes of cars.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. (C2021)

IF you wish to sell your car for cash, write, phone or call. (C2021)

GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. (W0223/R)

A HAND-CONTROLLED car, clutch only, required by motor, sun roof—12, Kent Terrace, N.W.1. Plad. 6170. (C535)

WANTED, late model high horse-power car; any good make considered.—D. Idria Davies, Wernias Talley, Llandilo, Carmar. (C474)

PRIDE & CLARKE, Ltd., the car and motor cycle buyers.—Immediate cash offer any make, year or model, H.P. accounts settled; exchanges.—Write, phone or call, Stockwell Rd., S.W.9. Bri. 6251. (C0730/R)

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. (W0322/R)

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NEW and used, large selection.—Lawton-Goodman, 135, Cricklewood Br. away N.W.2. (M0202)

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PRESENT Stock Austin 16 h.p. Deck—Austin Sheerline Bus—Burs 5249/5250. (C0730/R)

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ROLLS-ROYCE 1935 Phantom II, also 1935 (small) total mileage Phantom II, both fitted 6-Bearer—1932 streamline Coachwork, lavishly equipped, magnificent outfits, competitive low cost. (C0730/R)

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This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

1950 Morris 10cwt van, one owner, unmarred; £265. (C265)

1948 Morris 15-20cwt P.V. van, in excellent condition throughout; £265; 3 months' guarantee; terms and exchanges. (C4054)

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey, Mountview 5228 and 5774. (C4054)

NEW Thames Sewt and 10cwt vans available immediately. (C4054)

A RTHUR E. GOULD, Ltd. 290-2, Regent St., W.1. Tel. Langham 1594/5. (C0102/R)

1945 Morris 10cwt van, reconditioned throughout, one owner; £190. (C1536)

L YNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. (M2058)

FIAT 500, 1939 5cwt truck; £190; small mileage since engine rebore, etc.—Box 5773. (C5771)

1951 Vanguard van, unwritten, black, in immaculate condition throughout, 25,000 miles only; £450.—Tel. Croydon 4585. (C6441)

FORD Sewt van new, £315/3/2, ex wks; also 10cwt van new, £415/12/3, ex wks.—The Goldings Park Motor Co., Basingstoke Tel. 241. (C1536)

1953 Jewett Bradford van, 300 miles only, taxed, unwritten; £395.—Trinity Cars, Ltd., Jewett Area Dealers 94, North Side, Wandsworth Common, S.W.18. Vandike 1166. (M4034)

1951 (Jan.) Austin A40 pick-up, cellulosed blue, 11,000 miles, extremely tidy, one owner, taxed year; £395. (C395)

J. BROWN, Ltd., established over 30 years. (C395)

339 Finchley Rd., N.W.3. Hamstead 4414. (C1025)

1946 (Nov.) Austin 8 5-cwt van, £150.—L. F. Dove, Ltd., 111-115, Addisoncombe Rd., Croydon. Addisoncombe 5066. (M1076)

1938 Bedford Luton, exceptional mechanical condition; £235.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. (C2043/1)

BRADFORD vans for sale serviced by us, main agents since 1922.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. (C0234/R)

1951 Austin 10cwt pick-up; £395; part exchanges, deferred terms.—Chain Garages (Sales), Ltd., Hanger Lane, Junction Western Ave., Ealing, W.5. Per. 4404-5. (C1043)

145gns.—Chevrolet (registered 1949) 28hp heavy-duty 3-ton truck, 4x4 drive, enclosed cab, large capacity wood body, one owner, small mileage, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hamstead (Hamstead Tube), Hamstead 6041. (C4015)

VANS, Sewt to 5 ton, most leading makes, large selection.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. (M0062)

1951 (October) Fordson 10cwt van, unpainted, 2,500 miles, taxed December; £367.—H. A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. (M4004)

ROYS offer 1948 Morris 10cwt plain van, new engine, a appearance as new; £195; h.p. and exchanges.—Roys Automobiles, Ltd., 127, Parkway, N.W.1 (Near Camden Town Tube Station), Euston 2700 and 8894. (C2059)

1952 Ford 10cwt dropside truck, £350; 1950 10cwt van, £235; 1942 10cwt van, £135; also Ford 10cwt town van, £150, exchanged and deferred terms.—Palmer, 53, York St., Twickenham. Tel. Popesgrove 1890/702. (C5034)

1951 and 1951 Bedford, fitted 10-ton Scammell attachment, equipped with insulated Fridgidaire cold store body low mileage; full particulars may be obtained from—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 66778. (C2043)

CUY ALFRED & Co., Ltd.—1952 Standard Vanguard van, genuine mileage 8,000, extra seats, unwritten, 1949 Bradford designed gown van, plain finish, excellent condition; £235.—6-7, Warren St., W.1. Euston 3268. (M1006)

NEW & USED CARAVANS, TRAILERS, ETC.

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LONDON CARAVAN Co., Ltd., one of the world's largest and oldest established distributors and agents for the leading makes of National Caravan Council approved caravans; R.A.C. approved sites at Elstree and Birchington-on-Sea.—If you cannot call, please write or phone for full information now to our head office at Barnet By-Pass, Elstree (1165 and 1564), or Court Mount, Canterbury Rd., Birchington-on-Sea (Thanet 41657). (0584/R)

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TAILORED loose covers for all cars; pre-war models a specialty in:—
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AS WE are now dismantling: 1938 Pontiac, 1934 Packard 8-cylinder, 1935-36 Armstrong, 17, 1937 MG 18, 1939 Wolseley 18, 1934 Daimler 13, Dodge car, Minerva car; Talbot spares from 1929-1935; our large stock of new and second-hand components covers most makes from 1924-1953; try our unrivalled service. [0015/R]

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EXPORTERS, KIRTON, Honiton, Devon, and branches, stock parts for more than 1,000 models, including replacement pistons and parts for Jeeps; exporters and factors of new war surplus and second-hand components and accessories; write us for everything. [0420/R]

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Now dismantling:—
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Let us have your enquiries, we have been dismantling vehicles for many years and we may have that part you require. [0807/R]

G. A. BROOKS (MOTOR COMPONENTS), Ltd., Station Rd., Edenbridge, Kent. Tel. Edenbridge 3289 and 2372. [0106/R]

CLARE'S MOTOR WORKS—Change of address.
260 Knights Hill, West Norwood, London, S.E.27. Gipsy Hill 0132. Huses 68, 43, 137, 196. [0694/R]

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A VERY large stock of new and second-hand spares; reconditioned engines for most makes of cars. [0109/R]

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INCLUDED in a recent batch of vehicles we have purchased for dismantling are the following:—
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OUR classified stores hold spares for most makes and models; list sent upon application. [0402/R]

CHESHINGTON SALVAGE CO., Ltd., Church Lane, Cheshington, Surbiton, Surrey. Tel. Epsom 3029 (4 lines). [0051/R]

SNOW'S for second-hand spares, all popular makes, 1930-38.—Snow's, 481, Lea Bridge Rd., E.10. Leytonstone 3498. [0354/R]

RENAULTS, spares all models.—Welham, Renault Sales & Service, Surbiton Rd., Surbiton. [0135/R]

AUSTIN B. 1940/1947, all second-hand parts available.—H. Rose, The Lynch Garage, Uxbridge 122 (opposite side entrance F.O.). [0402/R]

A L. Austin spares pre- and post-war, state chassis number.—R.F. Surplice, Austin House, 1-9, Sheet St., Windsor, Berks. [0465/R]

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CARLTON FORGE for service, specially in roasting and retempering springs; 4 days' service.—Edgware Rd., Cricklewood, N.W.2. Oldstone 2242. [0377/R]

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SINGER—Gordon Cars (London), Ltd., the London Singer Distributors for all spares.—St. Albans Lane, Golders Green, N.11. Speedwell 4701-2. [0056/R]

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1200 vehicles being dismantled, almost all makes, 2 years and models; available for immediate despatch, crown wheels, springs, axleshafts, engines, stub axles, etc., etc.; all enquiries promptly answered; valves, wheels, dynamo, windscreen wipers, silencers, quotations by return post; parts despatched c.o.d.; satisfaction guaranteed or cash refunded. [0329/R]

W. MACHENT & SON, Locoford Lane Garage, Stonegrave, Chesterfield, Chesterfield 4613. [0329/R]

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PARTS AND ACCESSORIES

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TYRES—New, slightly used and rebuilt in all car, lorry, truck and tractor sizes; write, stating your size and receive per return of post our quotation; post orders only.—**The Gownell Rubber & Tyre Co., Ltd., 45-149, Camden Rd., N.W.1. Tel. Gulliver 5441 s.a.v. 5425. Wires: Oswestry, Norwest, London.** [0087/R]

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CASH for your old car or motor cycle tyres, if suitable for remoulding; please send them plainly labelled and we will send cash by return; up to 500in section 10/- each, 5.25 to 7.00 15/- each.—**Bradbury Motors, Ltd., Twickenham Rd., Harworth, Middlesex.** [0657/R]

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A LDREDGES (est. 1753). Auctioneers and Estate Agents have available several est. motor businesses with distributorships and main agencies; also garages and filling stations in London, Home and Southern Counties.—**Enquiries are invited to Estate Department, William Rd., N.W.1. Eus. 2552.** [M1004/R]

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WANTED garage business, living accom. essential. Southern Counties; £4-5,000, private buyer.—**Thompson, c/o Clarke, 70, Station Rd., Hampton, Middlesex.** [0649/R]

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G ODDARD & SMITH are requiring on behalf of numerous buyers, garages and filling stations in London area or provinces as going concerns.—**Particulars to Garage Dept., 22, King St., St. James's, S.W.1. Tel. Whitehall 2721 (20 lines).** [0251/R]

SITUATIONS VACANT

The engagement of persons answering these advertisements must be made through the local office of the Ministry of Labour and National Service, etc., if the applicant is a man aged 18-64 or a woman aged 18-59 inclusive, unless he or she or the employer is exempted from the provisions of the Notification of Vacancies Order 1952.

E XPERIENCED salesman required for West-End car showrooms.—**Full particulars to Box 8770.** [0687/R]

J UNIOR salesman for area dealers, experience not essential, Croydon area.—**Box 8792.** [0687/R]

F ITTER required, skilled, week-end working, Kensington, good pay and prospects.—**Box 8739.** [M1069/R]

G ARAGE manager required North Midlands; practical mechanic, also business management, salary and handsome commission.—**Box 8778.** [0504/R]

S ALES MAN required for South London multi-make stockists, large volume used cars, basic salary and commission on turnover.—**Write full details of experience to Box 8509.** [0549/R]

E XPERIENCED commercial vehicles salesman to take complete control of sales of Commer trucks in district offering excellent opportunities to go ahead man; good references essential.—**Write stating salary required and details to H. S. Mead, Ltd., 34, Market Street, Maldenhead, Berkshire.** [M3011/R]

M OTOR fitters urgently wanted, Ford experience preferred but not essential; one of the finest workshops in the country; good canteen facilities.—**Apply Works Manager, W. J. Reynolds (Motors), Ltd., Main Ford and Fordson Distributors, Ford House, New Rd., Dagenham. Rainham 770 (8 lines).** [M3065/R]

SITUATIONS VACANT

VANDERVELLS of Harnstead have vacancies for skilled mechanics and lubrication bay operator.—**Apply works manager, 215, Haverstock Hill, Belsize Park (tube), N.W.5. Tel. 4441.** [M4037/R]

CORNWALL—Keen, energetic car salesman required by leading county distributors; details of qualifications, and experience, in writing, to Sales Manager, H. F. Motors, Ltd., Truro. [0517/R]

A CRES AUTO, Ltd., require experienced motor car salesman, used to second-hand car values.—**11, Acres, Acres Auto, Ltd., Clapham Park Rd., S.W.4. Tel. Macculay 2211.** [M1002/R]

T OP inter required for a progressive and permanent post in N.W. London, applicant must have knowledge of American cars, and able to diagnose faults; good prospects for the right man.—**Apply Box 8750.** [0513/R]

E XPERIENCED motor salesman required for small but well-known West End firm of car agents, Rolls-Royce and Bentley knowledge desirable; apply in absolute confidence, giving full details; good prospects for suitable applicant.—**Box 8751.** [0518/R]

R OOTES Group Dealers in West Middlesex require fully experienced commercial vehicle salesman, must be live, energetic man and keen to progress; good remuneration by salary and commission.—**Reply in the first instance to Box 8616.** [M2054/R]

A N experienced man is required to manage engine test dept.; he should be capable of drawing up and carrying out test programmes, including instrumentation, etc.—**Apply in writing to The Chief Engineer, E.R.A., Ltd., London Rd., Dunstable, Beds.** [0472/R]

S TOREKEEPER: man trained in storekeeping of motor and engineering stocks required by British Co., Knarborough, Sudon; unsocial man preferred; good salary, free air passages, home leave and pension scheme, annual bonus; no income tax.—**Write Box 8711, c/o 25, Bishopgate, E.C.2.** [0471/R]

F RILL—CLASS garage foreman, capable of estimating all repairs, conversant with boring, welding, body repairs and painting, and all mechanical repairs, must be good organizer, write in own hand-writing giving full particulars of experience and salary requirements to Mr. C. D. Kingdon, 14, Kingsford Road, Ashford, Middlesex. [0613/R]

S ALES executive required by progressive firm with expanding car sales position suitable to keen, hard working salesman who has both experience and genuine sales ability; age 28-40; duties include administrative organization, correspondence, advertising, etc.; good prospects for capable man; write giving age and full particulars of previous experience.—**The Hindhead Motor Works, Ltd., Hindhead, Surrey.** [M2061/R]

A PPLICATIONS are invited for the position of manager of a distributor's depot in East Hampshire; the post offers excellent prospects to a man with personality and good all-round technical and sales experience, preferably Rooter Group products, detached house available; applicants should give fullest details of education and previous employment, which will be treated in the strictest confidence.—**Box 8712.** [0470/R]

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SITUATIONS WANTED

Y OUNG man with excellent all round experience seeks position as assistant or garage manager.—**Box 8710.** [0443/R]

C AR sales manager (45), life time in motor trade, desires residing West Country or South England, would appreciate hearing of vacancies.—**Box 8791.** [0663/R]

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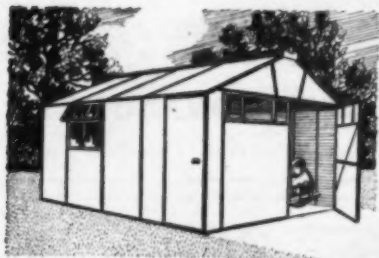
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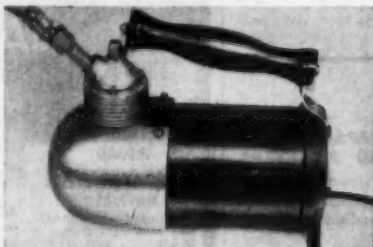
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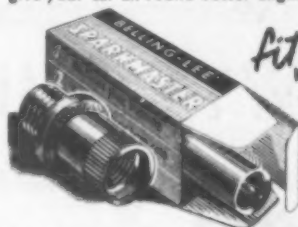
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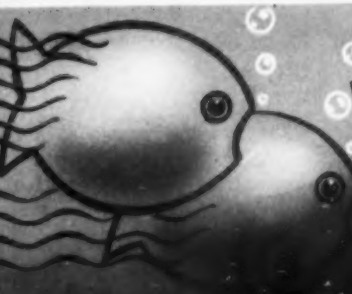
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